

# Doffcocker to Town Centre 'Phase Two' Engagement Report

Bolton Council

June 2026

## Quality Information

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## Table of Contents

1.	Executive Summary .....	1
2.	Introduction .....	2
2.1.	Doffcocker to Town Centre East - Phase Two .....	2
2.2.	Consultation Activity .....	3
3.	Feedback analysis .....	5
3.1.	Overview .....	5
3.2.	Feedback analysis methodology .....	5
3.3.	About the Respondents .....	6
3.4.	Feedback on the proposals .....	7
	Comments on Plan 1: Including Oakwood Drive, Albert Road West, Markland Hill Lane, Markland Hill .....	8
	Comments on Plan 2: Including Doffcocker Lane, Millstone Road, Greenmount Lane .....	11
	Comments on Plan 3: Including Rawlyn Road, Moorside Avenue, Woodstock Drive, Albert Road West, New Hall Lane .....	12
	Comments on Plan 4: Including Woodstock Drive, Captain Clough Road, Stanley Road, Devonshire Road, Lowndes Street, Inverlael Avenue, Lonsdale Road, Leighton Avenue, Lincoln Road .....	14
	Comments on Plan 5: Including Thompson Road, Valletts Lane, Hatfield Road, Oxford Grove, Mortfield Lane, Chorley Old Road, Kirkhall Lane, Grafton Street, Gower Street .....	15
	Comments on the reasoning for respondents' levels of support for the scheme .....	16
	Email feedback on the proposals .....	19
4.	Summary .....	23
4.1.	Key themes in feedback .....	23
4.2.	Considerations arising from feedback .....	24
4.3.	Next steps .....	24
	Appendix A : Information boards .....	25
	Appendix B : Frequently Asked Questions (FAQs) document .....	31
	Appendix C : Response form .....	34
	Appendix D : Street level plans by zone .....	42

## Figures

Figure 1: How respondents currently travel through Bolton Town Centre .....	6
Figure 2: Why respondents currently travel through Bolton Town Centre .....	7
Figure 3: How often respondents currently travel through Bolton Town Centre .....	7
Figure 4: Levels of agreement with statement questions .....	8
Figure 5: Overall levels of support for the proposed improvements .....	17

## Tables

Table 1: Comments on Plan 1 (Including Oakwood Drive, Albert Road West, Markland Hill Lane, Markland Hill) .....	9
Table 2: Comments on Plan 2 (Including Doffcocker Lane, Millstone Road, Greenmount Lane) .....	11
Table 3: Comments on Plan 3 (Including Rawlyn Road, Moorside Avenue, Woodstock Drive, Albert Road West, New Hall Lane) .....	12
Table 4: Comments on Plan 4 (Including Woodstock Drive, Captain Clough Road, Stanley Road, Devonshire Road, Lowndes Street, Inverlael Avenue, Lonsdale Road, Leighton Avenue, Lincoln Road) .....	14
Table 5: Comments on Plan 5 (Including Thompson Road, Valletts Lane, Hatfield Road, Oxford Grove, Mortfield Lane, Chorley Old Road, Kirkhall Lane, Grafton Street, Gower Street) .....	15
Table 6: Comments on the reasoning for respondents' levels of support for the scheme .....	17
Table 7: Email feedback on the proposals (comments coded by theme) .....	19

# 1. Executive Summary

- 1.1.1. Bolton Council carried out a period of public consultation on proposals for an active travel scheme named '*Doffcocker to Town Centre Phase Two*' between 02 March and 27 March 2026. The consultation sought feedback from residents, businesses and stakeholders on a series of proposed walking, wheeling and cycling improvements across the Doffcocker corridor and into Bolton Town Centre.
- 1.1.2. A total of 69 responses were received through the consultation period, through online and paper versions of a response form, and via email. Feedback was primarily from residents living within or close to the scheme and reflects a broad range of views on the proposals, with both comments of support and concern raised.
- 1.1.3. Overall, feedback indicates that while there is support for the objectives of improving safety, accessibility and connectivity, this support is often conditional and influenced by localised concerns. Across all responses, several consistent themes emerged:
- **Parking pressures, particularly in residential areas and around schools**, were a key concern, with respondents highlighting the importance of maintaining convenient access.
  - **Traffic flow and rat-running remain significant issues for residents**, with some respondents questioning whether the proposals would address these effectively.
  - **Perceptions of limited cycling demand**, with some respondents questioning the need for investment in cycling infrastructure in the area.
  - **Concerns relating to maintenance and delivery**, including the condition of existing infrastructure and confidence in the long-term upkeep of new interventions.
- 1.1.4. Alongside these concerns, there was also clear support for elements of the proposals, particularly where respondents consider that the scheme will:
- **Improve pedestrian safety and crossing facilities.**
  - **Enhance accessibility for a wider range of users.**
  - **Contribute to a greener and more attractive local environment.**
- 1.1.5. The feedback suggests that while the overall direction of the scheme is understood, there is a need to more clearly demonstrate how the proposals respond to existing local issues, particularly in relation to traffic management and parking.
- 1.1.6. The findings of this report will be used to inform the ongoing development of the scheme, ensuring that local priorities and concerns are taken into account as the design is refined and the approach to delivery is developed.

## 2. Introduction

### 2.1. Doffcocker to Town Centre East - Phase Two

- 2.1.1. Despite being densely populated, there are currently poor provisions for safe walking and cycling in the Doffcocker residential area, especially on side road crossings and at key junctions. The streets sometimes feel dominated by fast-moving traffic, which can make walking or cycling in the area and crossing roads more difficult or feel unsafe, especially for more vulnerable road users such as children, people with disabilities or older people.
- 2.1.2. In March 2026, Bolton Council proposed improvements to public spaces and the walking, cycling and road network in the Doffcocker / Heaton area. These proposals aim to improve connectivity and make it easier and more enjoyable for people to travel around the area and include:
- New safe crossing places for pedestrians and cyclists.
  - Uninterrupted footways at side road crossings to prioritise pedestrians, reduce traffic speeds and improve accessibility.
  - Kerbs dropped to street level at crossing places to improve accessibility.
  - Widening of footpaths, improving safety for pedestrians.
  - Build-outs, to encourage vehicle speed reduction.
  - Green spaces, to boost a sense of place.
- 2.1.3. The proposed interventions seek to address the following overarching objectives for this scheme:
- Make streets safer, quieter, and more welcoming for all users.
  - Help improve people's physical and mental health by making walking, wheeling and cycling more attractive options.
  - Support local communities and businesses by creating greener, more accessible and more connected public spaces.
  - Enable more sustainable forms of travel and reduce car dependency to help meet Greater Manchester's air pollution and decarbonisation targets.
- These objectives also fit with the vision for Greater Manchester's 'Bee Network', which has a mission to deliver seamless, affordable, safe and sustainable journeys for all in Greater Manchester, with walking, wheeling and cycling at the heart.
- 2.1.4. The proposals presented in March 2026 form 'Phase Two' of a wider programme for the 'Doffcocker to Town Centre East' scheme.
- 2.1.5. In November 2021, a public consultation was held for proposals within Doffcocker. Some of those proposals were progressed as 'Phase One', which are due to be constructed later in 2026, subject to final approval of funding. The first phase focussed on improving walking and cycling links from the streets north of Queens Park from the Doffcocker area down to Chorley New Road and to onward links towards Bolton Town Centre. It includes improved crossing places for pedestrians and cyclists, narrower junction crossings, resurfacing of some footways and junctions and kerbs dropped to street level at crossing places to improve accessibility. Phase Two aims to connect the 'Phase One' scheme at Mornington Road into the heart of Doffcocker, including a number of street improvements and interventions within Doffcocker to the north-west of Bolton Town Centre.

- 2.1.6. Another active travel scheme, '[Bolton Town Centre East – Phase Two](#)' was also consulted on at the same time as 'Doffcocker to Town Centre – Phase Two' in March 2026. It aimed to promote connectivity and enhance walking, cycling and driving experiences for residents within Bolton Town Centre and the Queens Park and Central, and Halliwell areas, as well as improving links to their neighbouring areas. Both schemes cross-promoted each other to help maximise engagement.
- 2.1.7. Both schemes are funded through City Region Sustainable Transport Settlements (CRSTS), which is a government programme designed to provide long-term, consolidated funding for local transport networks in England's largest city regions. CRSTS funding provides £5.7 billion over five years (2022-2027) to eight city regions, including Greater Manchester.

## 2.2. Consultation Activity

- 2.2.1. Bolton Council invited stakeholders to provide feedback on the proposals between Monday 02 March and Friday 27 March 2026.

### Consultation materials

- 2.2.2. To support the consultation, the following materials were produced to provide background information on the proposals and enable people to provide their feedback:
- **Six consultation boards** were produced which displayed key information about the scheme, explained technical 'jargon', introduced the proposals and provided details on how to give feedback. The information boards were used at in-person drop-ins and stakeholder workshop events (see 2.2.4). The information boards are included in **Appendix A**.
  - **A frequently asked questions (FAQs)** document including responses to typical questions about design, funding, timeline, impacts and consultation relating to the scheme. This document was hosted on the Commonplace website and available at the in-person information events. The FAQs are included in **Appendix B**.
  - A **feedback form** was available online and in hard copy at the in-person information events. Respondents were asked questions about their travel habits, their opinion of the proposals and given the opportunity to make suggestions. The response form is included in **Appendix C**.

### Promotion

- 2.2.3. The consultation was publicised to residents and stakeholders via the following methods:
- A dedicated **consultation webpage** was created on [Commonplace](#), Bolton Council's online engagement platform. The webpage provided online versions of all the above consultation materials, and other helpful resources. Emails were also sent to people who had previously 'subscribed' for during the 'Phase One' consultation.
  - A **press release** was sent out on the day of the consultation launch to relevant media outlets which resulted in [The Bolton News](#) sharing information about the project and consultation period.
  - Frequent **social media posts** from Bolton Council across platforms such as Facebook and Instagram were used to promote the consultation.
  - A **postcard** was delivered to 1872 individual properties within a 30m buffer the scheme area, which included an overview of the scheme, information about public drop-in events, and a link to the website where people could find out more and take part in the survey.

- **Promotional emails** via Bolton Council networks, signposting to the online consultation page and survey. Stakeholders contacted included Ward Members, MPs, Town Councils, CVS, Community Champions, Community Alliances, green groups, strategic partners, staff news, E-View (resident consultation database) and equality groups.
- A **dedicated email inbox** was created to allow interested parties to submit any queries about the proposals and to provide an alternative channel for feedback on the scheme.
- A page was created on **Bolton Council's website** promoting the scheme and signposting to the dedicated consultation webpage on Commonplace.

### Engagement events

- 2.2.4. **One in-person event** took place on Tuesday 10 March 2026, (2:30 - 6:30pm) at Bolton Rugby Union Football Club (Avenue Street, Bolton, BL1 3AW).

The drop-in event allowed stakeholders, particularly those unable to access materials or feedback online, to find out more about the proposals and ask questions to project members, including technical staff. Information boards, paper questionnaires and FAQ documents were made available to aid discussions.

- 2.2.5. **Four drop-in workshops** were hosted in Bolton Central Library during the consultation period on 05 and 12 March. Each workshop provided an opportunity for interested groups to speak to members of the project team in person and learn more about the proposals. Groups invited to workshops included:

- Local Ward members;
- Active travel groups and other transport stakeholders;
- Accessibility and disability organisations;
- Education providers; and
- Business and community organisations.

## 3. Feedback analysis

### 3.1. Overview

- 3.1.1. This section provides a summary of the feedback received during the consultation period, as well as an analysis of the common themes identified.
- 3.1.2. In total, 69 responses were received, made up of:
  - 59 online responses;
  - 5 hard-copy responses; and
  - 5 email responses.
- 3.1.3. The online and hard-copy feedback forms comprised 17 questions. The form can be read in full in **Appendix C**.
- 3.1.4. Five questions were about respondents' backgrounds, such as their postcode and travel habits. These questions sought to understand the respondent's connection to, and interest in, the proposals.
- 3.1.5. Five questions asked respondents to rate to what extent they agreed or disagreed with a series of statements about the proposals. This was to explore whether respondents felt the scheme objectives were being met.
- 3.1.6. Respondents were given the option to provide written feedback, concerns or suggestions in their own words regarding each of the five 'zones' the proposals had been split into. This was to get detailed feedback about specific locations in the proposals.
- 3.1.7. Lastly, two closing questions asked respondents to rate to what extent they supported or opposed the proposals overall, and to explain their response in their own words.

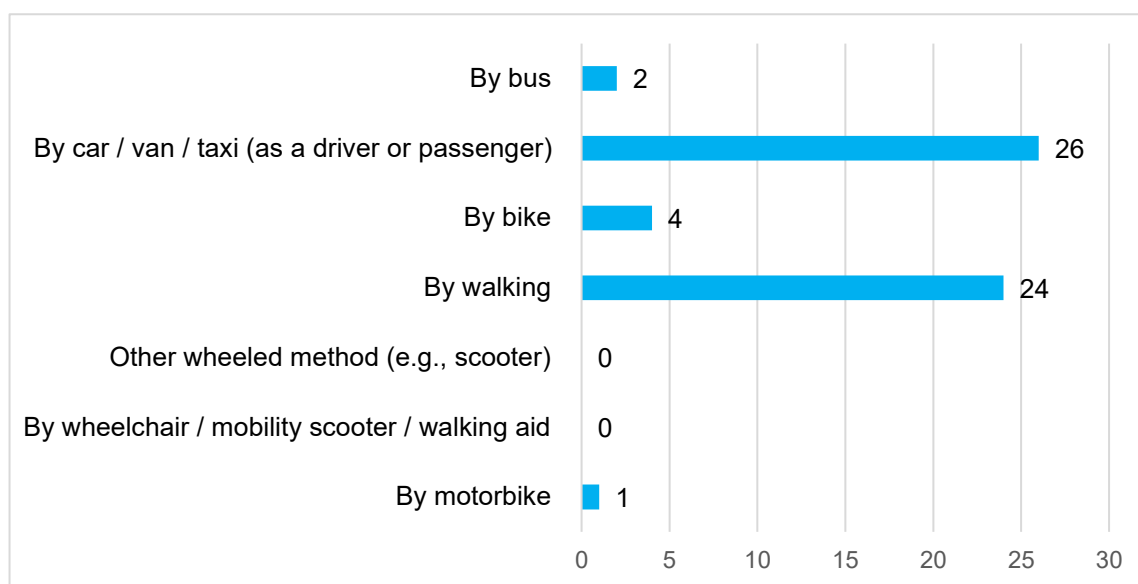
### 3.2. Feedback analysis methodology

- 3.2.1. **Quantitative data analysis:** The quantitative responses from the survey were analysed using standard frequency counts and percentages. Questions relating to travel habits, their ratings in response to the statements about the proposals and which zones they would like to comment on are reported by the number of respondents per option, as respondents were able to select more than one. In some graphs and charts, percentage (%) shares of responses may not add up to 100% where decimal figures have been rounded up or down to the nearest whole number
- 3.2.2. **Qualitative data analysis:** The analysis of free text qualitative data in survey responses, was carried out using thematic coding. This process involves identifying unique comments within written responses, then identifying common 'themes' shared across these comments. Comments relating to each theme are then grouped together and counted, which allows the most common themes to emerge, thus aiding a deeper understanding of respondents' views and perceptions.
- 3.2.3. Information about the people responding to the survey is presented in **section 3.3**, and a breakdown of their responses providing feedback on the proposals is presented in **section 3.4**.

### 3.3. About the Respondents

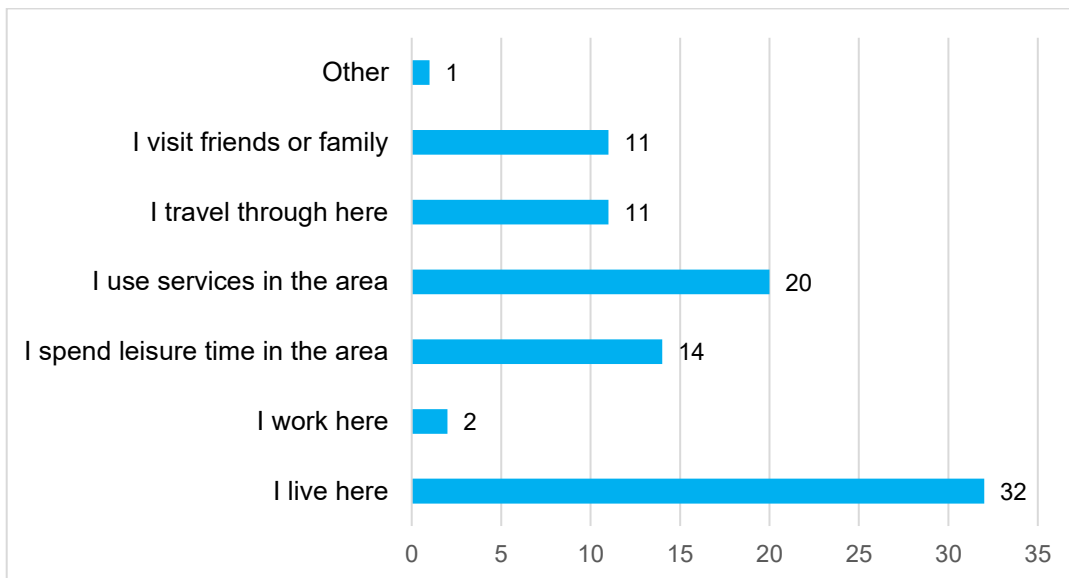
- 3.3.1. Question 1 asked respondents who was responding to the consultation survey. 59 respondents answered this question and all 59 (100% of respondents) stated that they were responding as an individual, for themselves.
- 3.3.2. Question 2 asked respondents for their home or organisation / business postcode. 39 respondents answered this question and of these, all 39 (100% of respondents) were based in Bolton. More specifically, 36 respondents were based in the Doffcocker area (92% of respondents).
- 3.3.3. Question 3 asked how respondents travel through the Doffcocker / Heaton area, with multiple choice answers available. 49 respondents answered this question and of these respondents, the most common response was 'by car / van / taxi (as driver or passenger)'. A breakdown of all responses to this question is given in **Figure 1**. Please note that due to a technical issue within the online survey, respondents were only able to select a single travel mode for this question, where multiple selections were intended. As a result, the findings presented may not fully capture the range of travel behaviours, particularly for those who use more than one mode. Responses received via paper surveys did allow for multiple selections and have been included where applicable.

**Figure 1: How respondents currently travel through Doffcocker (Question 3)**



- 3.3.4. Question 4 was a multiple-choice question that asked respondents why they currently travelled through the Doffcocker to town centre area. 40 respondents answered this question. The most common response was 'I live here' (95% of respondents) followed by 'I use services in the area (50% of respondents) and 'I spend leisure time in the area' (35% of respondents). A breakdown of all responses to this question is given in **Figure 2**.

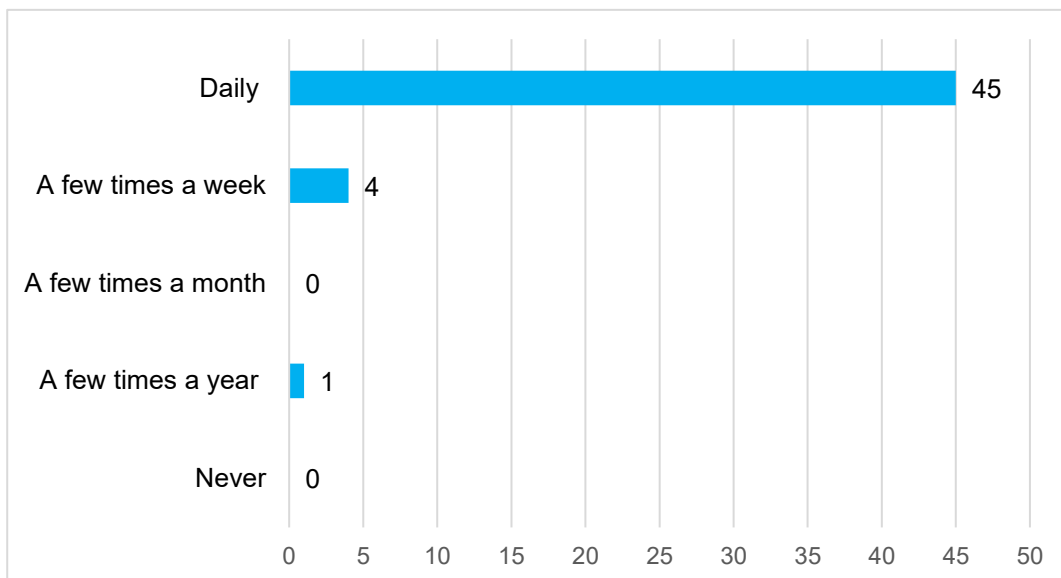
**Figure 2: Why respondents currently travel through Doffcocker (Question 4)**



3.3.5. Of those who answered ‘other’ to Question 4, responses included: ‘I travel to work (either by car or on foot) but I also run / walk in the area for leisure and also to get to and from work’.

3.3.6. Question 5 was a multiple-choice question that asked respondents how often they travelled through the scheme area. 50 respondents answered this question and of these, the most common response was ‘Daily’ (90% of respondents), followed by ‘A few times a week’ (8% of respondents), and ‘A few times a year’ (2% of respondents). A breakdown of all responses to this question is given in **Figure 3**.

**Figure 3: How often respondents currently travel through Doffcocker (Question 5)**

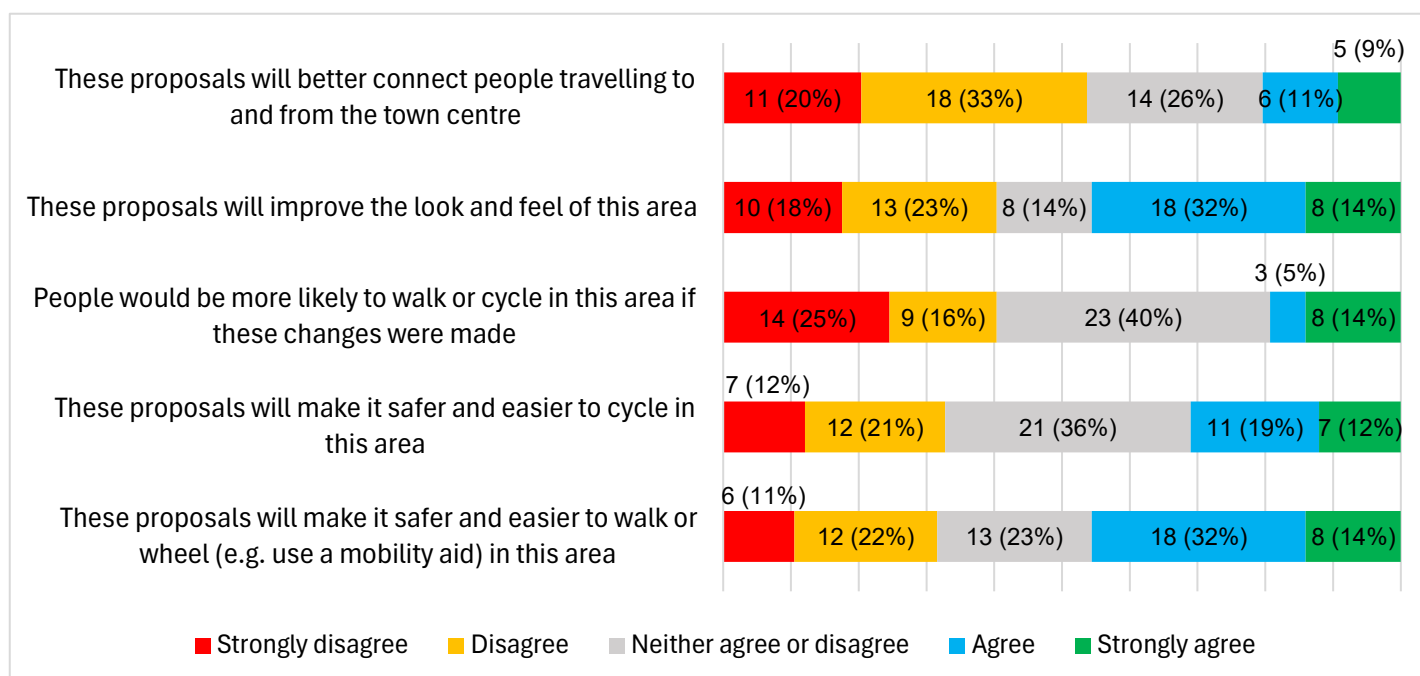


### 3.4. Feedback on the proposals

3.4.1. Question 6 asked respondents to rate the extent to which they agreed or disagreed with five statements about the proposals, on a five-point scale ranging from ‘Strongly disagree’ to ‘Strongly agree’. 26 respondents answered each statement and a breakdown of all responses to this question is given in **Figure 4**.

- For the statement ‘These proposals will better connect people travelling to and from the town centre, 20% of respondents agreed or strongly agreed and 53% disagreed or strongly disagreed.
- For the statement ‘These proposals will improve the look and feel of this area, 46% of respondents agreed or strongly agreed and 41% disagreed or strongly disagreed.
- For the statement ‘People would be more likely to walk or cycle in this area if these changes were made, 19% of respondents agreed or strongly agreed and 41% disagreed or strongly disagreed.
- For the statement ‘These proposals will make it safer and easier to cycle in this area, 31% of respondents agreed or strongly agreed and 33% disagreed or strongly disagreed.
- For the statement ‘These proposals will make it safer and easier to walk or wheel (e.g. use a mobility aid) in this area’, 46% of respondents agreed or strongly agreed and 33% disagreed or strongly disagreed.

**Figure 4: Levels of agreement with statement questions**



- 3.4.2. For the following questions, respondents could provide feedback on any plan relevant or of interest to them and responses to each plan were analysed separately.
- 3.4.3. As noted in 3.2.2 above, the analysis of free text qualitative data in survey responses was carried out using thematic coding. This process involves identifying unique comments within written responses, then identifying common ‘themes’ shared across these comments. Comments relating to each theme are then grouped together and counted, which allows the most common themes to emerge.

**Comments on Plan 1: Including Oakwood Drive, Albert Road West, Markland Hill Lane, Markland Hill**

- 3.4.4. Question 7 was an open question which asked respondents for any feedback, concerns, or suggestions they would like to provide for Plan 1. Of the 33 respondents who responded to this question, 84 individual comments were identified on the proposals in Plan 1. **Table 1** details the sub-themes identified in these comments, from most to least frequently raised.

**Table 1: Comments on Plan 1 (Including Oakwood Drive, Albert Road West, Markland Hill Lane, Markland Hill)**

<b>Theme</b>	<b>No. of comments</b>	<b>Details</b>
Concern - car parking	13	<p>Respondents in this theme noted concerns over the level of on street parking in the area, particularly during school pick-up and drop-off times. More specifically, respondents note concerns over parking on Albert Road West, Oakwood Drive, Maryland Hill Lane, Markland Hill, Markland Hill Lane, and Heaton Avenue.</p> <p>One respondent also suggested a solution for this would be to implement single yellow lines at the side entrance of Markland Hill School on Albert Road West with specific time restrictions on street parking here, such as the lines being in operation from 8:15 to 9:00am and from 3:00 to 3:45pm.</p>
Concern - maintenance	9	<p>Comments in this theme shared concerns that the proposed interventions will not be well maintained as the current road network in the area is in a poor state of repair. Respondents stated that there are existing overgrown grass verges and shrubbery on Markland Hill Lane, Oakwood Drive, and Albert Road West, and on street parking will need to be monitored for the interventions to be useful.</p>
Negative – general opposition to scheme / scheme elements	9	<p>Respondents in this theme cited general objections to the proposals and state that they are a waste of money and not needed in this area since roads are already quiet and safe for pedestrians.</p>
Positive – general support for scheme / scheme elements	8	<p>Comments in this theme demonstrated general support for the proposals and state that they will be useful to calm traffic in the area. Respondents also noted specific support for improvements on Albert Road West, Markland Hill, and the Markland Hill / Victoria Road / Oakwood Drive junction.</p>
Concern – cyclist / pedestrian safety	7	<p>Comments in this theme noted concerns about cyclists and pedestrians being at risk in this area, even with the proposed improvements. Reasons for this included congestion during school pick-up and drop-off times, speeding throughout the area, lack of street lighting, and narrowing the roads in the interventions.</p>
Concern – traffic flow	7	<p>Respondents in this theme stated that narrowing roads will worsen the traffic flow in the area and limit access to properties, with particular concerns on narrowing Oakwood Drive and the Felsted / Markland Drive junction. One respondent also noted that the area contained a bus route where buses already struggle to pass parked cars and another respondent shared concerns that drivers attempt to overtake cyclists in narrow lanes.</p>
Negative – cycle facilities will not be used	6	<p>Comments in this theme stated that there are not enough cyclists in the area to justify installing the interventions, even when the roads have less traffic, and that existing cycle lanes in the town centre are not used. One respondent also noted that the route is too indirect or long to encourage people to cycle towards the town centre.</p>

<b>Theme</b>	<b>No. of comments</b>	<b>Details</b>
Additional suggestion – traffic calming	5	<p>Respondents in this theme outlined the need for additional traffic calming measures as the proposals are seen as too timid for the traffic in the area. Suggestions included:</p> <ul style="list-style-type: none"> <li>○ Creating a consistent 20mph speed limit in the plan, particularly around Albert Road West, Greenmount Lane and Markland Hill Lane since they are used by school children;</li> <li>○ Place a raised island at the Greenmount Lane / Albert Road West junction;</li> <li>○ Include speed bumps on Oakwood Drive; and</li> <li>○ Create a 'school street' by Markland School since surrounding streets are used for rat-running and offer alternative parking facilities for school pick-up / drop-off times.</li> </ul>
Alternative suggestion – fund other priorities	4	<p>The comments in this theme stated that funding would be better used to fix potholes and repair roads in the area. One response highlighted the footway along Oakwood Drive towards Victoria Inn in particular, since the poor state of repair forces pedestrians to walk in the road.</p>
Criticism of the design – proposals difficult to understand	3	<p>Comments in this theme shared confusion about elements of the design, such as being unsure on what is meant by cycleways and what the purpose of raised sections of road at the end of Lindale Avenue where it meets Albert Road West was for.</p>
Alternative suggestion – other areas needing active travel improvements	2	<p>The respondents in this theme noted several roads which also require infrastructure improvements, including:</p> <ul style="list-style-type: none"> <li>○ Albert Road;</li> <li>○ Bolton School to Albert Road West, particularly the northern end of Albert Road West as works in the area last year weren't completed here;</li> <li>○ Bolton Pavilion to Albert Road West;</li> <li>○ St Thomas of Canterbury to Chorley New Road; and</li> <li>○ New Hall Lane since it is narrow and dangerous to walk through.</li> </ul>
Concern – road safety	2	<p>Comments in this theme noted that the proposals will not have an impact on drivers speeding in the area as the roads are used as rat runs to avoid Chorley Old Road and Chorley New Road.</p>
Criticism of the design – physical accessibility	2	<p>Respondents in this theme shared concerns about specific design elements that would make travelling more difficult, including speed bumps on cycle paths and a lack of proposals to address on street parking. One respondent stated that on street parking needs to be addressed in the proposals as it forces people with guide dogs and pushchairs to walk into the road.</p>
Question asked	2	<p>Respondents in this theme asked for clarification on the design, including what is meant by cycleways and if the plans include removing existing grass verges.</p>
Additional suggestion – improved signage	1	<p>The respondent in this theme stated that double yellow lines should be placed at the Markland Hill / Markland Hill Lane junction and the Albert Road West / Markland Hill junction since parked cars make it difficult and hazardous to turn in and out of Markland Hill.</p>

Theme	No. of comments	Details
Alternative suggestion – off-road cycle routes	1	The comment in this theme noted that local cyclists travel to Belmont and Irvington, therefore improving routes to and from these areas should be prioritised.
Negative – impact on local area	1	The respondent in this theme shared concerns that the grass verges and tree lining on Albert Road West will be removed as part of the proposals, as that this area is enjoyed by pedestrians and cyclists for its scenery, and requests the interventions do not impact this.
Positive – improvements to safety	1	The comment in this theme supported the use of double yellow lines near side road crossings as this helps pedestrians to see cars coming out of side roads, which would otherwise be blocked by parked cars.

### Comments on Plan 2: Including Doffcocker Lane, Millstone Road, Greenmount Lane

3.4.5. Question 8 was an open question which asked respondents for any feedback, concerns, or suggestions they would like to provide for Plan 2. Of the eight respondents who responded to this question, 20 individual comments were identified on the proposals in Plan 2. **Table 2** details the sub-themes identified in these comments, from most to least frequently raised.

**Table 2: Comments on Plan 2 (Including Doffcocker Lane, Millstone Road, Greenmount Lane)**

Theme	No. of comments	Details
Concern – car parking	3	Respondents in this theme shared concerns that the proposals will limit parking in Doffcocker. Two responses noted and concerns that residents may have to park in inconvenient locations, whilst another respondent stated that interventions, such as islands and buildouts, will be used by drivers to park on.
Concern – cyclist/pedestrian safety	2	Comments in this theme noted that cyclists become more at risk when roads are narrowed for interventions and that pedestrians could be at risk from increased amounts of cyclists, particularly by Doffcocker Lodge.
Concern – maintenance	2	Comments in this theme stated that the interventions will need to be protected from drivers parking on them and that ongoing maintenance should be included in the proposals.
Concern – traffic flow	2	Respondents in this theme shared concerns that the proposals will limit the usable roadway for drivers and make accessing property more difficult.
Criticism of the design – physical accessibility	2	Respondents in this theme noted difficulty with accessibility in the proposed designs, particularly on Greenmount Lane, as it contains several potholes and a narrow corner onto Chorley New Road. Another respondent also noted that controlled crossings can make travelling as a pedestrian more difficult compared to zebra crossings.
Negative – general opposition to scheme	2	Comments in this theme stated general objections to the proposals, including the scheme being a waste of money, the streets already being safe for pedestrians, and the plans being poorly thought out.

Theme	No. of comments	Details
Positive – general support for scheme	2	Respondents in this theme welcomed the interventions due to the traffic calming measures proposed, particularly along Greenmount Lane.
Alternative suggestion – fund other priorities	1	The respondent in this theme stated that the existing roads and footpaths in the plan are in a poor state of repair and suggests that improvements to existing road surfaces are considered.
Alternative suggestion – other areas needing active travel improvements	1	The comment in this theme requested that Old Hall Lane is closed off to vehicles as many pedestrians use this route for walking.
Concern – road safety	1	The comment in this theme noted particular concerns over speeding on Greenmount Lane.
Concern – vehicle access	1	The respondent in this theme stated that narrowing roads as part of the proposals with limit access to their property.
Negative – cycle facilities will not be used	1	The respondent in this theme noted that existing cycle lanes are not used, placing doubt on whether the proposed cycle facilities will be utilised.

### Comments on Plan 3: Including Rawlyn Road, Moorside Avenue, Woodstock Drive, Albert Road West, New Hall Lane

3.4.6. Question 9 was an open question which asked respondents for any feedback, concerns, or suggestions they would like to provide for Plan 3. Of the 15 respondents who responded to this question, 42 individual comments were identified on the proposals in Plan 3. **Table 3** details the sub-themes identified in these comments, from most to least frequently raised.

**Table 3: Comments on Plan 3 (Including Rawlyn Road, Moorside Avenue, Woodstock Drive, Albert Road West, New Hall Lane)**

Theme	No. of comments	Details
Concern – traffic flow	6	Comments in this theme stated that the proposals will not fully address congestion in the area, with one respondent adding that drivers can speed in between the proposed raised tables at the Greenmount Lane / New Hall Lane junction. Respondents have also raised concerns over congestion at peak school times, potentially diverting traffic onto smaller streets, and whether emergency service vehicles will have the room needed to overtake traffic.
Additional suggestion – traffic calming	5	Respondents in this theme put forward several suggestions to further calm the traffic in the area, including: <ul style="list-style-type: none"> <li>○ Narrow the roadway at key points to make it easier to cross, such as at Albert Road, Albert Road West, where it meets Greenmount Lane, Eastbourne Grove, and Lonsdale Road;</li> <li>○ Pavements should be reinforced in the area to cope with street parking;</li> <li>○ Eastbourne Grove should be made a one-way street;</li> </ul>

Theme	No. of comments	Details
		<ul style="list-style-type: none"> <li>○ Include more raised tables along the route;</li> <li>○ More traffic calming measures on Albert Road West and New Hall Lane in the 20mph zone; and</li> <li>○ More traffic calming measures at the Albert Road West / New Hall Lane junction to slow traffic on Albert Road West.</li> </ul>
Concern – maintenance	4	Comments in this theme outlined that the proposals will need to be monitored if they are to be effective, such as needing to prevent drivers from parking on the interventions and deterrents for poor driving needing to be implemented. Other respondents also stated that the proposals are unlikely to be maintained well since existing grass verges and road surfaces are in a poor state of repair.
Positive – general support for scheme / scheme elements	4	Comments in this theme gave their general support for the proposals, with specific mentions of dropped kerbs making travel more accessible and support for more green spaces.
Alternative suggestion – fund other priorities	3	Respondents in this theme stated that the funding would be better spent to improve the road surfaces in the area to prevent pedestrians tripping on poorly maintained footways.
Negative – criticism of previous works	3	The comments in this theme cited concerns that the proposals will be effective since previous works to junctions and traffic lights in the area have worsened congestion and noise on the road.
Negative – cycle facilities will not be used	3	Comments in this theme noted that there are not enough cyclists in this area to warrant the proposals, cyclists tend to ride on the pavements, and that poor weather prevents people from cycling.
Negative – general opposition to scheme / scheme elements	3	Respondents in this theme stated their general opposition to the proposals, claiming that it is a waste of money and that design elements, such as lights on New Hall Lane and widened pavements on Albert Road West, are unnecessary.
Concern – cyclist / pedestrian safety	2	The respondents in this theme stated that traffic flow in this area risks the safety of cyclists and pedestrians. One response added that signage for traffic lights is not properly visible, which worsens speeding in the area, whilst another shared concerns that drivers will try to overtake cyclists on narrower roads.
Criticism of the design – proposals difficult to understand	2	Comments in this theme shared criticisms of the design materials, including the maps being unclear on the proposals at the traffic island on Earls on Chorley Old Road and that the maps incorrectly name Albert Road West as Lonsdale Road.
Additional suggestion – improve connectivity	1	The respondent in this theme suggested that moving bus stops into laybys as part of the proposals will keep traffic flowing well in the area.
Additional suggestion –	1	The comment in this theme suggested that the community alliances should be used to develop volunteering aimed at keeping quiet

Theme	No. of comments	Details
improved signage		streets visually appealing and links to history walks or art trails should be included in the signage.
Concern – car parking	1	The comment in this theme shared concerns that drivers will continue to park pavements or verges.
Concern – road safety	1	The comment in this theme shared a worry that the proposals could force traffic onto smaller streets, which risks accidents occurring in this area.
Concern – vehicle access	1	The response in this theme shared a concern that access to properties will be impacted.
Criticism of the design – physical accessibility	1	The comment in this theme stated that more should be included in the proposals that address street parking as it forces people with guide dogs or pushchairs to walk in the street.
Negative – impact on local area	1	The respondent in this theme shared concerns that the grass verges and tree lining on Albert Road West will be removed as part of the proposals. They state that this area is enjoyed by pedestrians and cyclists for its scenery and the interventions should not impact this.

### Comments on Plan 4: Including Woodstock Drive, Captain Clough Road, Stanley Road, Devonshire Road, Lowndes Street, Inverlael Avenue, Lonsdale Road, Leighton Avenue, Lincoln Road

3.4.7. Question 10 was an open question which asked respondents for any feedback, concerns, or suggestions they would like to provide for Plan 4. Of the seven respondents who responded to this question, 16 individual comments were identified on the proposals in Plan 4. **Table 4** details the sub-themes identified in these comments, from most to least frequently raised.

**Table 4: Comments on Plan 4 (Including Woodstock Drive, Captain Clough Road, Stanley Road, Devonshire Road, Lowndes Street, Inverlael Avenue, Lonsdale Road, Leighton Avenue, Lincoln Road)**

Theme	No. of comments	Details
Concern – car parking	6	Respondents in this theme shared concerns about street parking and parking on proposed interventions, particularly during peak school times, and one respondent suggested that dedicated school parking areas could be included in the proposals with the help of the community alliances.
Concern – road safety	3	Respondents in this theme shared concerns about the risk of road accidents occurring since this area is used for school parking and as rat runs, with one respondent noting that zebra crossings do not cover all of the proposed routes. It is also stated that it is difficult to see which way traffic is moving at the Church Road mini roundabout, which is not included in the proposals.
Concern – maintenance	2	Comments in this theme generally supported the proposals but stated that the interventions will need to be monitored if they are to be effective. For example, one respondent stated that proposed interventions will need to be protected from drivers parking on them and another respondent outlines the need for deterrents for poor driving on quiet streets.

Theme	No. of comments	Details
Additional suggestion – traffic calming	1	This response suggested that the footpath outside Bolton School should be diverted to go through the grassed area on Chorley Old Road. This would allow the pavement to be used for coach parking and allow two lanes to be used by drivers again.
Alternative suggestion – off-road routes	1	The comment in this theme stated that including off-road cycle routes through green spaces, the valley and woods in the proposals will encourage cycling in the area.
Concern – traffic flow	1	The respondent in this theme noted that Captains Clough Road already has some traffic calming measures in place, but is still a busy road.
Criticism of the design – proposals difficult to understand	1	The respondent in this theme noted that the design maps incorrectly name a section of Albert Road West as Lonsdale Road.
Criticism of the design – proposals should go further	1	The comment in this theme noted that the Church Road mini roundabout and School have not been considered in the proposals, which is a safety concern since zebra crossings do not cover this area.

### Comments on Plan 5: Including Thompson Road, Valletts Lane, Hatfield Road, Oxford Grove, Mortfield Lane, Chorley Old Road, Kirkhall Lane, Grafton Street, Gower Street

3.4.8. Question 11 was an open question which asked respondents for any feedback, concerns, or suggestions they would like to provide for Plan 5. Of the eight respondents who responded to this question, 15 individual comments were identified on the proposals in Plan 5. **Table 5** details the sub-themes identified in these comments, from most to least frequently raised.

**Table 5: Comments on Plan 5 (Including Thompson Road, Valletts Lane, Hatfield Road, Oxford Grove, Mortfield Lane, Chorley Old Road, Kirkhall Lane, Grafton Street, Gower Street)**

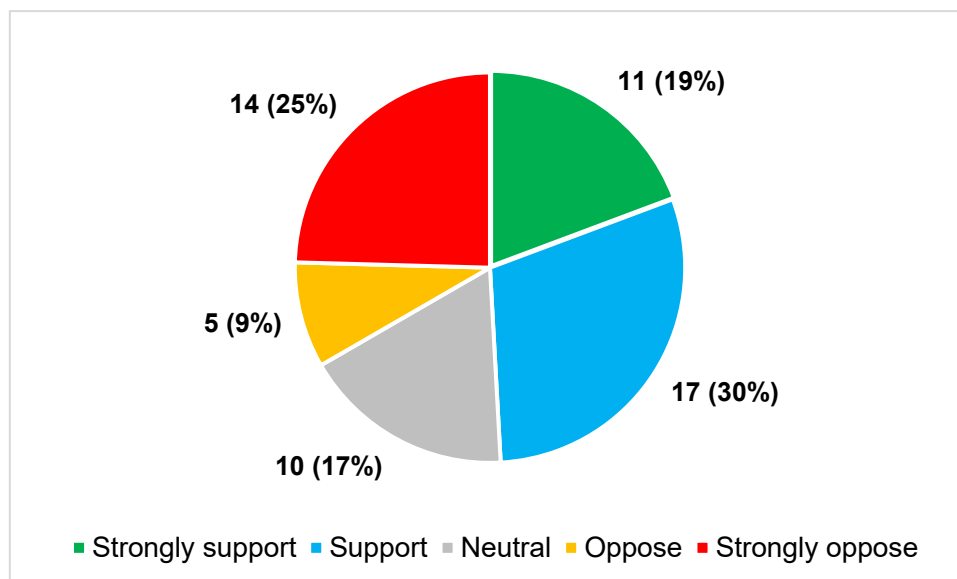
Theme	No. of comments	Details
Concern – maintenance	3	Respondents in this theme shared concerns that the area is prone to littering, particularly along Kirkhall Lane. One respondent stated that this area would need to be monitored by cameras in order for the proposals to be maintained and remain effective.
Concern – cyclist/pedestrian safety	2	Comments in this theme stated safety concerns for cyclists and pedestrians as barriers for encouraging active travel in the area. One respondent felt that crime levels and litter in the area would make it unsafe to use the route, whilst another respondent stated that surrounding streets are used by drivers to speed on and attitudes from these drivers prevent people using active travel methods safely.
Concern – traffic flow	2	Comments in this theme shared concerns about the impact from the proposals on traffic flow in the area. One respondent noted that there is a lot of traffic already whilst another respondent shared concerns over the narrowing of Kirkhall Lane and the Mortfield Lane / Chorley Old Road junction.

Theme	No. of comments	Details
Negative – cycle facilities will not be used	2	Respondents in this theme noted that attitudes from drivers towards cyclists could make it difficult to manage the quiet streets, limiting engagement from cyclists with the proposals, as well as the statement that cyclists will travel wherever they want to on the road despite any markings.
Additional suggestion – traffic calming	1	The respondent in this theme stated that Kirkhall Lane will have to be monitored with cameras if the proposals are to be effective, since there is a record of fly tipping and materials on the road that can puncture car tires.
Concern – car parking	1	This comment shared concerns that parking outside of properties on Hatfield Road will be impacted.
Criticism of the design – proposals should go further	1	The comment in this theme noted that the Chorley Street / St George's Road junction has been missed off three separate schemes in the area. Consequently, pedestrian facilities need to be included at the junction.
Negative – general opposition to scheme / scheme elements	1	This comment cited general opposition to specific scheme elements, such as dropped kerbs and quiet street cycle markings on Hatfield Road being unnecessary.
Positive – general support for scheme / scheme elements	1	The respondent in this theme shared general support for the proposals.
Question asked	1	The comment in this theme asked if residents will still be allowed park cars outside of their property on Hatfield Road.

## Comments on the reasoning for respondents' levels of support for the scheme

- 3.4.9. At the end of the survey, respondents were asked to explain their reasoning for their overall level of support for the scheme.
- 3.4.10. Question 12 asked respondents to rate the extent to which they supported or opposed the proposals overall, on a five-point scale ranging from 'Strongly support' to 'Strongly oppose'. 57 respondents provided their level of overall support for the scheme and a breakdown of all responses to this question is given in **Figure 5**.

**Figure 5: Overall levels of support for the proposed improvements (Question 12)**



3.4.11. Question 13 was an open question which asked respondents to explain their reasoning for their indicated level of support for the scheme. Of the 50 respondents who responded to this question, 104 individual comments were identified. **Table 6** details the sub-themes identified in these comments, from most to least frequently raised.

**Table 6: Comments on the reasoning for respondents' levels of support for the scheme**

Theme	No. of comments	Details
Negative – general opposition to scheme / scheme elements	22	Comments in this theme felt the scheme is a waste of money, that the area is already suitable for all road users, and that the proposals will make little difference. One respondent also stated that the proposals will be watered down by the time they're implemented, whilst another respondent felt that the scheme targets motorists.
Positive – general support for scheme / scheme elements	20	Respondents in this theme demonstrated support for the proposals and welcomed the different design elements aimed at encouraging active travel. Reasons for this included the proposals driving positive behaviours in pedestrians and car users, addressing increased traffic in the area, and encouraging residents to appreciate the surrounding area more.
Negative – cycle facilities will not be used	10	Comments in this theme stated that there are not enough cyclists in the area to warrant the scheme, regardless of how busy the roads are. Respondents stated that this is because cycling is a niche activity, that existing cycle lanes are not currently used, that cyclists often travel on the footway, and that Bolton is too steep and rainy to travel via cycle lanes.
Concern – cyclist/pedestrian safety	9	Comments in this theme stated that the proposals won't make it safer to walk or cycle through the area. Reasons for this included parking on cycle and walking routes, slower traffic increasing fumes which impacts pedestrians, lack of street lighting, overgrown hedges forcing pedestrians into the road, and negative attitudes from drivers towards non-vehicle users.

<b>Theme</b>	<b>No. of comments</b>	<b>Details</b>
Concern – traffic flow	7	Comments in this theme shared concerns that the proposals will worsen traffic congestion in the area due to narrowing the roads. They stated that Oakwood Drive would continue to be used as a rat run and that vehicles would continue to exceed speed limits.
Additional suggestion – traffic calming	6	<p>Respondents in this theme suggested several improvements to tackle traffic in the area, including:</p> <ul style="list-style-type: none"> <li>○ Implement single yellow lines at the side entrance of Markland Hill School on Albert Road West with specific time restrictions on street parking here, such as the lines being in operation from 8:15 to 9:00am and from 3:00 to 3:45pm;</li> <li>○ Include speed bumps on Oakwood Drive;</li> <li>○ Include more traffic calming measures on the Albert Road West and New Hall Lane 20mph zone;</li> <li>○ Place cameras on traffic lights to monitor speeding;</li> <li>○ Update the speed limit on Chorley Old Road; and</li> <li>○ Improve the parking outside of Market Hill Tennis Club as this area is prone to speeding.</li> </ul>
Concern – car parking	5	Respondents in this theme noted that street parking is a significant issue in the area, particularly at peak school times by Albert Road West. One respondent stated that proposals for side roads in the area will not be effective as residents need to park on the road.
Concern – road safety	5	Respondents in this theme shared concerns over the risk of road accidents due to speeding in the area and increased congestion. They stated that the proposals are not enough to address key safety issues and should include more measures aimed at improving safety.
Criticism of the design – proposals should go further	3	Respondents in this theme noted that the proposals could be more expansive. They stated that the design is too focussed on the town centre, that the proposals seem disjointed, and that the interventions will only be effective if deeper issues in the area are addressed alongside the scheme.
Negative – impact on local area	3	Respondents in this theme were concerned about the impact from the proposals on the surrounding area, including streets noted for their tree linings and grass verges.
Alternative suggestion – other areas needing active travel improvements	2	Comments in this theme outlined alternative areas that would benefit from infrastructure improvements, including making a bike loop in Queens Park for cycling education, connect darker streets, such as Moss Bank and Queens Park, and improve the path from Doffcocker Lodge to Captains Clough to Ivy Road.
Concern – maintenance	2	Respondents in this theme placed doubt on whether the proposals will be well maintained and cited the existing overgrown trees and bushes, and the poor condition of existing footpaths as reasons for this.
Criticism of the design – physical accessibility	2	Comments in this theme shared concerns that the proposals are not accessible to wheelchair users or non-pedestrians / cyclists. One respondent stated that people unable to walk or cycle are excluded from the proposals, whilst another respondent notes

Theme	No. of comments	Details
		that all kerbs are correctly dropped to allow better accessibility for wheelchair users.
Positive – improvements to safety	2	Respondents in this theme shared their support for creating safer active travel infrastructure in the area.
Additional suggestion – behaviour change	1	The comments in this theme stated that the proposals should be accompanied by road safety programmes in schools, to ensure that future generations hold more positive attitudes towards non-vehicle road users.
Additional suggestion – improved signage	1	The respondent in this theme noted that if the proposals are designed to promote connectivity to Bolton Town Centre then this needs to be properly signed on the roads.
Alternative suggestion – fund other priorities	1	The comment in this theme suggested that fixing potholes and the condition of road surfaces should be prioritised so pedestrians can travel safely.
Negative – criticism of previous works	1	The respondent in this theme stated that previous changes to road infrastructure in the area has reduced their quality of life.
Positive – will encourage active travel	1	The comment in this theme felt that the proposals will open up access to different parts of Bolton Town Centre for those who don't own a car, particularly for retired residents.
Question asked	1	The respondent in this theme asked Bolton Council if they could publish a verified study outlining the amount of people traveling by bike in the area.

## Email feedback on the proposals

3.4.12. Respondents were also able to submit their feedback to the proposals to the dedicated scheme email address. Of the five respondents who provided their feedback via email, 76 individual comments were identified on the proposals. **Table 7** details the sub-themes identified in these comments, from most to least frequently raised.

**Table 7: Email feedback on the proposals (comments coded by theme)**

Theme	No. of comments	Details
Positive – general support for scheme / scheme elements	10	Respondents in this theme shared their general support for the design and the scheme's objectives. They stated that they welcome various interventions outlined by the designs and the goal of making the area more welcoming for residents and visitors.
Criticism of the design – proposals should go further	9	Respondents in this theme outlined areas that they felt were missing from the proposals and should be addressed in the scheme. These included:

Theme	No. of comments	Details
		<ul style="list-style-type: none"> <li>○ Access for students attending Bolton School, Azhar Academy, St Thomas of Canterbury RC Primary School, and Devonshire Road Primary School;</li> <li>○ The deployment of double yellow lines and H markings at dropped kerbs should be consistent across the proposals;</li> <li>○ Proposals for the arms of the junctions would help to reduce traffic speeds;</li> <li>○ Include more modal filters;</li> <li>○ Include more public realm infrastructure, such as cycle parking, benches, and new greenery;</li> <li>○ Include a crossing at the entrance to Doffcocker Lodge;</li> <li>○ Include more street lighting on Woodstock Drive and across Doffcocker Lodge from Millstone Road;</li> <li>○ Proposals should connect to Church Road Primary School; and</li> <li>○ Include a cycle crossing at Chorley Old Road.</li> </ul>
Additional suggestion – traffic calming	8	<p>Respondents in this theme provided suggestions to promote traffic calming across the area, including:</p> <ul style="list-style-type: none"> <li>○ Increase the number of 20mph roundels to remind drivers it is a requirement;</li> <li>○ Include a zebra crossing on Ivy Road;</li> <li>○ Include traffic calming measures on the designated quiet streets as drivers cut through them during peak school times;</li> <li>○ Include cycle friendly speed bumps along both sides of Oakwood Drive;</li> <li>○ Include more modal filters on the streets between Chorley Old Road and Chorley New Road, particularly on Markland Hill between Chorley New Road and Victoria Road; and</li> <li>○ Access to Moss Bank Way via Moss Lane should be closed off to vehicles.</li> </ul>
Criticism of the design – proposals difficult to understand		<p>Respondents in this theme noted several points of confusing with the design maps, including:</p> <ul style="list-style-type: none"> <li>○ A section of Albert Road West is incorrectly labelled as Lonsdale Road;</li> <li>○ Plans were unclear on where kerbs are proposed to be modified;</li> <li>○ Legends on design maps are inconsistent, particularly for proposed yellow lines; and</li> <li>○ The volume of maps makes it difficult to understand the scheme without already knowing the area well.</li> </ul>
Concern – traffic flow	7	<p>Comments in this theme noted concerns that the proposals do not acknowledge key traffic issues, such as the amount of traffic on alleged quiet streets, that the routes in the proposals are used by buses for school journeys, and that rat running will continue due to the lack of modal filters in the proposals.</p>
Negative – general opposition to scheme / scheme elements	5	<p>Respondents in this theme stated that the proposals are not a good use of funding and questioned if the interventions are necessary or practical.</p>
Concern – car parking	4	<p>Comments in this theme highlighted issues with street parking, including unwanted street parking, particularly during peak school</p>

<b>Theme</b>	<b>No. of comments</b>	<b>Details</b>
		times, and concerns that residents who park outside of their property will lose their parking spaces.
Concern – cyclist / pedestrian safety	4	Respondents in this theme shared concerns that cyclists and pedestrians will be at risk if specific design elements are not reviewed, including new green areas eroding into potholes and a lack of street lighting making it unsafe to travel as a pedestrian or cyclist. Respondents also noted that existing potholes will not be addressed, which is hazardous for those choosing active travel routes, and concerns that drivers will continue to speed.
Alternative suggestion – fund other priorities	3	Comments in this theme outlined the need to prioritise resurfacing roads and pavements as this is essential for the safety of pedestrians and cyclists. One respondent noted Sutherland Road and Albert Road West as having particularly poor highway / footway surfaces.
Concern – maintenance	3	Respondents in this theme shared specific concerns regarding the maintenance of the proposed new green areas, with one respondent noting it is unclear if funding will be available for future maintenance of the proposals.
Concern – vehicle access	3	Comments in this theme stated that the proposed to not provide access to specific areas in the plans, such as shops and services on Chorley Old Road, Doffcocker Lodge, and shops, services, and the Triangle Church by Doffcocker Lodge.
Question asked	3	Respondents in this theme asked for clarification on specific design elements, including if there are improvements on Woodstock Drive for drivers, what works will be done to standardise a package of works with clearer costs for a single junction, and what the purpose of the backstreet stub at Winchester Driver / Stanley Road is.
Alternative suggestion – other areas needing active travel improvements	2	Respondents in this theme noted specific areas that should also be targeted for active travel improvements. One respondent stated that improving existing active travel facilities should be looked at, including the historic steps between Hexham Avenue and Chorley Old Road, and another respondent suggested that improvements to Marsh Fold Lane could be looked at, which could link to the Phase One works.
Negative – cycle facilities will not be used	2	Respondents in this theme felt that improvements to cycling will be marginal, with one respondent stating that Moorside Avenue currently has a poor chicane as cyclists lose priority regardless of direction.
Concern – road safety	1	The comment in this theme stated that existing potholes, particularly along Lonsdale Road, will make traveling hazardous for all road users if not addressed.
Negative – criticism of previous works	1	The respondent in this theme felt that Phase One does not actually link to Bolton Town Centre as it relies on travelling through the park, which may be unsafe for women and girls once it gets dark.
Negative – criticism of the consultation	1	The comment in this theme stated that locating the consultation event at the Rugby Club was too far away from the proposals and other venues should have been assessed.

<b>Theme</b>	<b>No. of comments</b>	<b>Details</b>
Negative – impact on local area	1	The respondent in this theme noted that the New Hall Lane / Albert Road West junction has recently been resurfaced, which could be impacted by the proposed raised table in this area.
Positive – improvements to safety	1	The respondent in this theme supported the tightening of corners at junctions as it will remove the opportunity for drivers to cut corners, and will provide pedestrians with a shorter crossing.

## 4. Summary

### 4.1. Key themes in feedback

- 4.1.1. Over the consultation period, relatively low levels of feedback were received from stakeholders. The majority of respondents lived in the scheme area, with walking and driving being the most common means of travel through the area, with others cycling or using the bus.
- 4.1.2. Overall sentiment towards the proposals was varied. Of the respondents who indicated their overall sentiment, 39% of respondents either supported or strongly supported the proposals, whilst 34% of respondents either opposed or strongly opposed the proposals. However, it is worth noting a significant proportion of respondents (17%) were neutral in their support of the proposals.
- 4.1.3. Across the consultation responses, several consistent themes emerged. While the specific nature of feedback varied by location, many of the issues raised were common across multiple areas of the scheme.
- **Parking and access:** Parking was one of the most frequently raised concerns. Respondents highlighted existing pressures on parking in residential areas and around schools. Concerns were expressed that the proposals could exacerbate these challenges. Feedback emphasised the importance of maintaining convenient access for residents, visitors and local businesses.
  - **Traffic flow and rat-running:** Concerns regarding traffic flow were a dominant theme throughout the consultation. Respondents noted existing issues with congestion, speeding and rat-running, and there was a perception among some that the proposals may not fully address these issues. In some cases, respondents expressed concern that changes to road layouts could increase congestion or displace traffic to surrounding streets.
  - **Perception of cycling demand:** A recurring theme within the feedback was the perception that there is limited demand for cycling infrastructure in the area. Some respondents questioned the need for dedicated cycling provision, particularly where this was seen to impact road space or parking. This highlights a potential gap between the scheme objectives and local perceptions of travel behaviour.
  - **Safety and accessibility:** There was both support for, and concern about, safety and accessibility. Many respondents welcomed improvements to pedestrian crossings and safer routes. However, some concerns were raised regarding how different users (particularly pedestrians, cyclists and drivers) would interact within the proposed layouts, as well as how accessible the infrastructure would be for people with mobility or sensory impairments.
  - **Maintenance and delivery:** Respondents raised concerns about the long-term maintenance of the proposed infrastructure, often referencing the condition of existing roads, footways and cycle facilities. There were also concerns about the potential disruption during construction and confidence in how works would be delivered.
  - **Overall sentiment:** Overall, feedback indicates that support for the scheme is present but often conditional. Respondents are generally supportive of improvements that enhance safety and the local environment, but there are clear concerns that need to be addressed to ensure the proposals are understood and supported at a local level.
- 4.1.4. Respondents also provided additional and alternative suggestions for how the scheme could be enhanced or how the funding could be better used. These focussed on road infrastructure improvements, such as filling potholes and repaving

streets. It is worth noting that the funding for this scheme is specifically for active travel improvements and cannot be used for road maintenance.

## **4.2. Considerations arising from feedback**

4.2.1. The feedback received through the consultation highlights several areas for consideration to help inform the ongoing development of the scheme. These include:

- The importance of clearly communicating how the proposals respond to existing concerns around traffic flow, speeding and rat-running.
- The need to consider parking provision and access in locations where existing pressures have been identified, such as near schools and residential streets.
- The importance of clearly explaining the purpose and expected benefits of cycling infrastructure, particularly where this is not widely understood by respondents.
- Ensuring that proposed layouts are easily understood by all users, with particular attention to accessibility and ease of navigation.
- The need to communicate the approach to construction, including how disruption will be managed and minimised.

## **4.3. Next steps**

4.3.1. Feedback received through the engagement period, and included within this report, will inform the final design and approach to construction of the Doffcocker to Town Centre 'Phase Two' proposals. Bolton Council will provide an update to local people providing responses to key themes in feedback received.

4.3.2. Any amendments to and subsequent approvals of the design will be subject to Bolton Council's standard approval process. A final decision on the proposed design will be made by the relevant Executive Cabinet Member within Bolton Council, in accordance with the council's approved scheme of delegation.

4.3.3. Feedback will also be considered to help ensure any potential scheme impacts are fully understood, and to inform the approach to construction of the scheme.

# Appendix A : Information boards

## Consultation on walking and cycling improvements in the Doffcocker area 1

### Welcome

Bolton Council is making improvements to public spaces and the walking and cycling network in the Doffcocker area. These improvements aim to promote connectivity and enhance walking, cycling and driving experiences for residents within Bolton Town Centre and the Queens Park and Central, Smithills, and Heaton, Lostock and Chew Moor areas as well as increasing connectivity to their neighbouring areas.

### Background

Despite being densely populated, there are currently poor facilities for walking and cycling in the Doffcocker residential area, especially on side road crossings and at key junctions. The streets sometimes feel dominated by fast-moving traffic, which can make walking or cycling in the area and crossing roads more difficult or feel unsafe, especially for more vulnerable road users such as children, people with disabilities or older people.

This phase of works aims to build on Doffcocker to Town Centre East Phase One improvements, which we consulted on in November 2021. Since then, this first phase has reached the detailed design stage and is due to be constructed in 2026, subject to final approval of funding. You can read more about Phase 1 of the Doffcocker to Town Centre scheme on the consultation webpage. Now we want to hear your thoughts on our proposals for the next stage of proposals for Doffcocker.

### Proposed improvements

- New safe crossing places for pedestrians and cyclists.
- Uninterrupted footways at side road crossings to prioritise pedestrians, reduce traffic speeds and improve accessibility.
- Kerbs dropped to street level at crossing places to improve accessibility.
- Widening of footpaths, improving safety for pedestrians.
- Build-outs, to encourage vehicle speed reduction.
- Green spaces, to boost a sense of place.

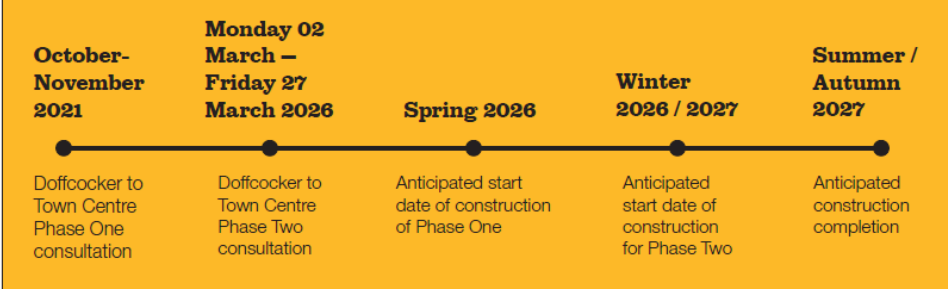
### Goals:

-  Make streets safer, quieter, and more welcoming for all road users
-  Help improve people's physical and mental health by making walking, wheeling and cycling more attractive options
-  Support local communities and businesses by creating greener, more accessible and more connected public spaces
-  Enable more sustainable forms of travel and reduce car dependency to help meet Greater Manchester's air pollution and decarbonisation targets

### Funding

The scheme is funded through City Region Sustainable Transport Settlements (CRSTS), which is a government programme designed to provide long-term, consolidated funding for local transport networks in England's largest city regions. CRSTS funding provides £5 billion over five years (2022-2027) to eight city regions, including Greater Manchester, and it underpins the region's vision for the Bee Network, a London-style integrated transport system.

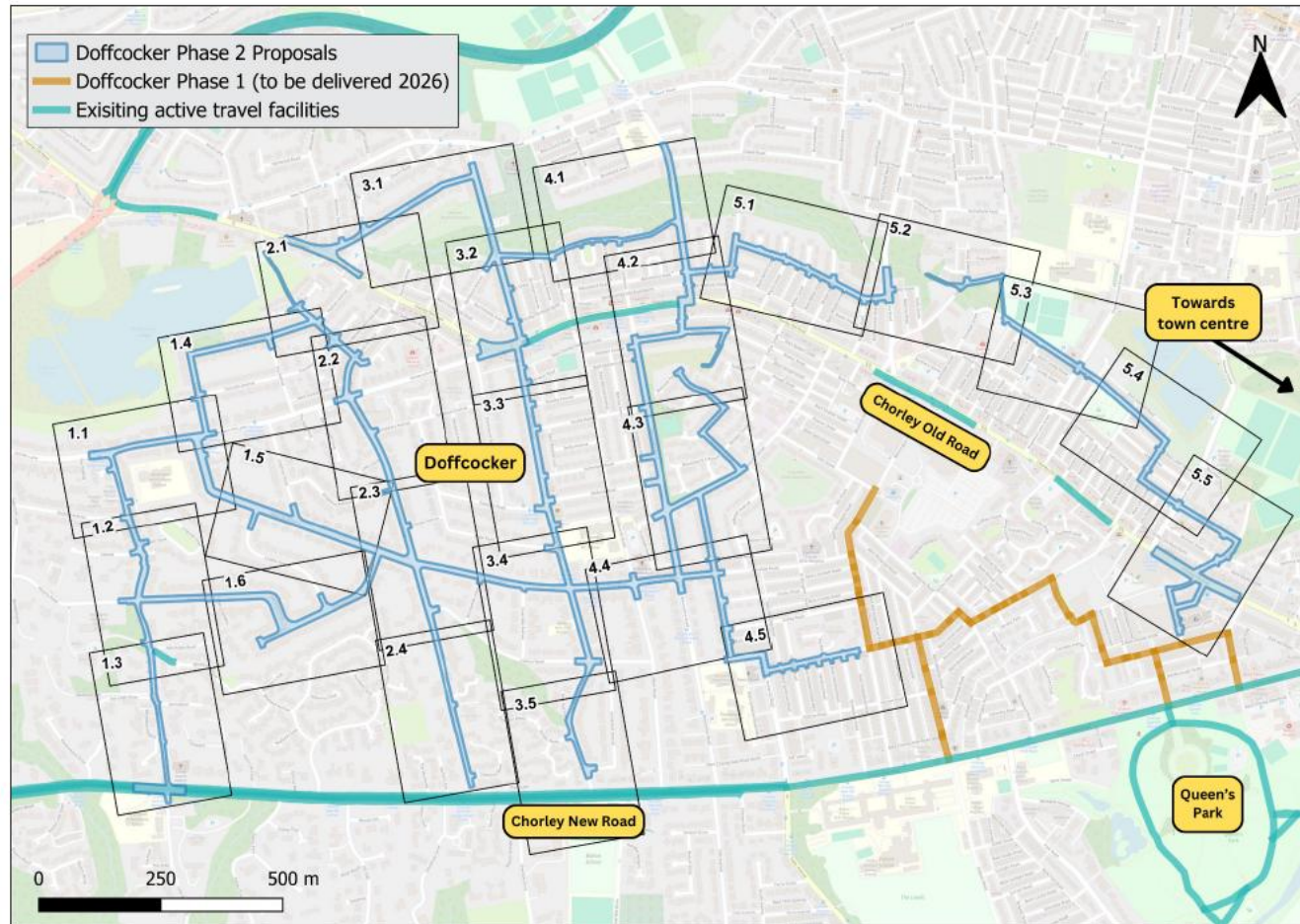
### Timeline



## Consultation on walking and cycling improvements in the Doffcocker area

2

### Overview of proposals



This overview map shows where the proposed improvements (shown in blue) are, and how they interact with other existing or planned walking and cycling improvements in the area.

To help break down the detailed proposals, they have been split into five 'zones' (shown in the black boxes). Use this overview map to refer to the individual numbered plans in each zone showing the detailed proposals.



## Consultation on walking and cycling improvements in the Doffocker area

# 3

### What is being proposed in each Zone:

#### Zone 1:

**Including Oakwood Drive, Albert Road West, Markland Hill Lane, Markland Hill**

- 'Quiet Streets' cycle route with wayfinding markings
- 'Raised tables' (crossings) at junctions and side roads
- Dropped kerb crossings and tactile paving
- Widening of footpaths, improving safety for pedestrians
- Green areas such as grass, bushes or trees

#### Zone 2:

**Including Doffocker Lane, Millstone Road, Greenmount Lane**

- 'Quiet Streets' cycle route with wayfinding markings
- 'Raised tables' (crossings) at junctions and side roads
- Dropped kerb crossings and tactile paving
- Widening of footpaths, improving safety for pedestrians
- Green areas such as grass, bushes or trees
- Interventions like 'build-outs' to reduce vehicle speed and improve safety

#### Zone 3:

**Including Rawlyn Road, Moorside Avenue, Woodstock Drive, Albert Road West, New Hall Lane**

- 'Quiet Streets' cycle route with wayfinding markings
- 'Raised tables' (crossings) at junctions and side roads
- Dropped kerb crossings and tactile paving
- Widening of footpaths, improving safety for pedestrians
- Resurfacing of Woodstock Drive to make it suitable for active travel

#### Zone 4:

**Including Woodstock Drive, Captain Clough Road, Stanley Road, Devonshire Road, Lowndes Street, Inverlael Avenue, Lonsdale Road, Leighton Avenue, Lincoln Road**

- 'Quiet Streets' cycle route with wayfinding markings
- 'Raised tables' (crossings) at junctions and side roads
- Dropped kerb crossings and tactile paving
- Widening and resurfacing of footpath / cycleway between Stanley Road and Winchester Drive to enable active travel

#### Zone 5:

**Including Thompson Road, Valletts Lane, Hatfield Road, Oxford Grove, Mortfield Lane, Chorley Old Road, Kirkhall Lane, Grafton Street, Gower Street**

- 'Quiet Streets' cycle route with wayfinding markings
- 'Raised tables' (crossings) at junctions and side roads
- Dropped kerb crossings and tactile paving
- Widening of footpaths, improving safety for pedestrians
- Green areas such as grass, bushes or trees
- Widening and resurfacing of footpath / cycleway at Valletts Lane Drive to enable active travel link between Holly Grove and Hatfield Road.
- Main road signal-controlled crossings on Hatfield Road and Chorley Old Road.
- Junctions of Chorley Old Road with Mortfield Lane and Kirkhall Lane closed to vehicles to create quieter, safer streets for residents and active travel. Vehicle access to be maintained via other streets.



## Consultation on walking and cycling improvements in the Doffocker area

# 4

### Glossary of terms

#### 'Sparrow' crossings



A sparrow crossing is a modern, signal-controlled crossing designed for cyclists and pedestrians, featuring separate but adjacent sections for each.

#### Tactile paving



Tactile paving are textured ground surfaces with raised patterns (like bumps, bars, or domes), which are included to assist visually impaired people to navigate routes and get around safely, especially in higher risk locations like crossing places.

#### Continuous side road crossings



Continuous crossings describe an uninterrupted footway that extends at the same level across a side road, which helps prioritise pedestrian safety, helps reduce traffic speeds and improves physical accessibility.

#### Raised tables



A raised section of road, with a ramp on both sides. The ramps are painted with white arrows to make them more obvious to drivers. The aim of the speed table is to calm traffic and create safer pedestrian crossings.

#### 'Build-outs'



Traffic calming features like chicanes or 'pinch points' that narrow roads. This intervention reduces crossing distances and improves visibility for pedestrians and encourages drivers to drive carefully.

#### Toucan crossing



A toucan crossing is a wider signal-controlled crossing for both pedestrians and cyclists, allowing them to cross the road together, hence the name "two can".

## Consultation on walking and cycling improvements in the Doffocker area

# 5

### Glossary of Terms

#### Green spaces



Incorporating small gardens with biodiverse planting alongside new walking and cycling facilities helps manage rainwater naturally while creating attractive, healthier, and more usable routes for residents.

#### Dropped crossings



These uncontrolled crossings drop the kerb down to street level to provide a safe crossing place and improve accessibility, for example, for people using wheelchairs and prams.

#### Shared use path



A shared use route is an off-carriageway (separate from motor traffic) route that is used by both pedestrians and cyclists.

#### Traffic islands



Traffic islands are a raised area that serves several purposes. They are used to physically separate lanes of traffic, improve safety for pedestrians crossing the road by providing a refuge area, control traffic flow at intersections, and in some cases, enhance the aesthetic appeal of roadways.

#### 'Zebra' crossings



These are a designated road crossing area for pedestrians, marked by black-and-white stripes, flashing amber beacons, and zigzag lines on the approach. Pedestrians have priority, and drivers are required to stop and wait for them to cross.

#### 'Quiet Streets' cycle route



A route on quieter roads with wayfinding measures, including surface markings, to guide cyclists to/from Bolton Town Centre via quieter roads and off-road active travel facilities.



## Consultation on walking and cycling improvements in the Doffocker area

6

### Have your say

Between **Monday 02 March and Friday 27 March 2026** we are asking for your feedback on the proposals. Your views are important, so please tell us what you think.

Step 1: Have a look at the detailed proposals, which have been split up into individual street-level plans with supporting annotations.

Step 2: Tell us what you think by completing the anonymous survey via a paper form or the consultation webpage, which asks about your travel habits, your thoughts on the proposals, and for any additional feedback comments or suggestions in your own words.

### Next steps

After the public consultation is closed on **Friday 27 March 2026**, all feedback will be analysed and considered as we develop the final designs. A report outlining the feedback received in this consultation will be published on our website.

When the proposals are finalised and approved, a contractor will be appointed, and we expect construction to start around winter 2026/2027.

### Contact us

You can get in touch with us and find out more via the consultation webpage:

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

or by scanning this QR code :



If you have any questions, you can get in touch with us via email:

[doffockerconsultation@aecom.com](mailto:doffockerconsultation@aecom.com)

For social media updates on this project and other schemes being delivered by Bolton Council, follow us on Facebook:

<https://www.facebook.com/boltoncouncilofficial/>

## Bolton Town Centre East Phase Two and Topp Way / Marsden Road

Another consultation is currently live for proposed improvements to walking, cycling and public spaces in Bolton town centre.

Learn about the proposed improvements and have your say on them by accessing the consultation webpage on the following link:

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



# Appendix B : Frequently Asked Questions (FAQs) document

## FAQs: Doffcocker to Town Centre Phase Two

### About the proposals

#### What is being proposed in Doffcocker to Bolton Town Centre Phase Two?

Bolton Council is proposing a package of walking, wheeling and cycling improvements across parts of Doffcocker as part of Phase Two of the Doffcocker to Town Centre scheme. The proposals aim to make local streets safer, easier and more pleasant to use for residents and visitors. Measures include:

- New and upgraded pedestrian crossings
- Raised junction tables to slow traffic and improve visibility
- Dropped kerbs to improve accessibility
- Footway widening in selected locations
- Traffic calming features such as chicanes
- New planting and green space enhancements

These improvements are designed to create safer crossings, improve accessibility and strengthen connections towards Bolton town centre.

#### Is the scheme related to previous engagement you undertook in the area?

In 2021, Bolton Council consulted on Phase One of the Doffcocker to Town Centre scheme. That phase focused on improving walking and cycling routes between Doffcocker, Queens Park and Chorley New Road, helping people travel more safely towards Bolton town centre.

Phase One included:

- New and improved crossing points
- Narrower junction crossings to slow traffic
- Resurfaced pavements in some areas
- Dropped kerbs to improve accessibility
- Following that consultation, the Phase One design was developed further and is currently planned for delivery in 2026. You can read the Phase One Consultation Report on the project webpage.

#### **This consultation is about Phase Two.**

Phase Two looks at additional streets to the north-west of the Phase One area. The aim is to extend improvements so that more local streets benefit and routes are better connected. The Phase Two proposals are still at a draft stage. Your feedback will help shape the final design before any decisions are made.

#### What do you mean by the term 'public realm'?

Public realm refers to the spaces that residents can freely use in their day to day lives, including roads, footpaths, crossings, and pedestrianised areas. Proposed improvements to the public realm include resurfacing roads and footways, and the introduction of greens spaces and rain gardens.

## What are the benefits of the scheme?

The scheme is designed to promote connectivity within Bolton Town Centre, improve connectivity to surrounding hubs, and enhance the walking experience for pedestrians. By delivering this, Bolton Council aims to:

- Make streets, safer, quieter, and more welcoming for all road users through traffic calming measures;
- Help improve people's physical and mental health by making walking, wheeling and cycling a more attractive option;
- Support local communities and businesses by creating greener, more accessible and more connected public spaces; and
- Enable more sustainable forms of travel and reduce car dependency to help meet Greater Manchester's air pollution and decarbonisation targets.

## Funding

### How is the scheme being funded?

The scheme is being funded through the City Region Sustainable Transport Settlement (CRSTS), which is a government programme designed to provide long-term, consolidated funding for local transport networks in England's largest city regions. CRSTS funding provides £5.7 billion over five years (2022-2027) to eight city regions, including Greater Manchester, and it underpins the region's vision for the Bee Network, a London-style integrated transport system.

### Why can't the funding be used for more practical improvements, such as filling potholes?

The CRSTS funding is provided to city regions for reaching sustainable transport goals. This means the funding can only be used for projects that meet national objectives such as improving active travel, reducing carbon emissions, supporting public transport and enabling safer, more inclusive streets. It cannot fund general road maintenance, pothole repair, parking changes or unrelated highways improvements.

## Construction timeline and impacts

### When is construction likely to start on the scheme?

Subject to final design and funding approvals, construction on Phase Two of this scheme is expected to take place in 2027. Updates on when construction is anticipated to begin will be confirmed as the design is finalised, as this will impact construction approach. Feedback received during engagement will help to shape this detailed design. Works will be phased to minimise disruption where possible. Advance notice will be provided before any works begin on individual streets.

### How will the scheme improve the local environment?

New trees and greening will provide shade and enhance biodiversity, as well as improving air quality, which is also improved by reducing traffic congestion and emissions from idle vehicles. Safer pedestrian crossings and improved cycling routes and footways will make walking and cycling safer and easier. This makes active travel more accessible which, alongside the creation of quiet streets, will reduce noise pollution in the area.

### What will be the impact of construction on traffic and public access?

We will continue to work with businesses and residents in the area to make sure that accesses are maintained throughout the delivery of works. Our contractor will also liaise with any affected properties ahead of construction taking place.

The scheme is focused on improving safety and accessibility rather than redirecting traffic. Where appropriate, assessments will be undertaken to understand potential impacts. The intention is to reduce speeds and improve conditions, not to divert traffic elsewhere.

## Consultation

### How can I find out more about the proposals?

We'll be holding an in-person consultation event where you can find out more about our proposals, talk to members of our team, ask questions and provide your feedback.

Location	Time	Date
Bolton Rugby Union Football Club, Avenue Street, Bolton, BL1 3AW	2:30pm - 6:30pm	Tuesday 10 March

If you are unable to make our events, further information on the Doffcocker to Town Centre Phase Two proposals will be made available on our consultation pages:

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

If you have any further questions about our proposals, you can get in touch with the project team by emailing us at [doffcockerconsultation@aeom.com](mailto:doffcockerconsultation@aeom.com)

### How can I provide feedback on the proposals?

We will be conducting a public consultation from **02 March to 27 March 2026**.

You can provide your comments and feedback to the consultation:

**Online:** by completing and submitting a feedback form on the Bolton Council website - <https://towntodoffcocker.commonplace.is/>

**By email:** emailing your feedback to [doffcockerconsultation@aeom.com](mailto:doffcockerconsultation@aeom.com)

**In-person:** by completing a hard-copy feedback form at one of our consultation events

### Why are you consulting on proposals in the Doffcocker area separately to other proposals in Bolton Town Centre?

This is a separate scheme to proposed works in the Doffcocker area. Although we are consulting on these schemes at the same time, feedback on schemes will be considered separately. This will allow us to develop each scheme with feedback from local stakeholders specific to the proposals in question. You can find out more about the Bolton Town Centre East Phase 2 and Topp Way / Marsden Road proposals here: <https://boltontowncentrefasetwoeastsscheme.commonplace.is/>.

### What happens after consultation?

Once the consultation has closed on **27 March 2026**, all feedback provided will be collated and analysed. We will carefully consider all the community feedback we've received, as well as input from elected members, and other interest groups, and take this on board where feasible to help shape our plans.

Once the consultation has concluded, we will prepare a Consultation Report. This will provide a summary of the feedback received during the consultation and will show how it has been considered. This report will be shared on our website.

# Appendix C : Response form

## DOFFCOCKER TO BOLTON TOWN CENTRE ACTIVE TRAVEL IMPROVEMENTS – PHASE TWO

### CONSULTATION FEEDBACK FORM

Bolton Council is making improvements to public spaces and walking and cycling facilities as part of 'Phase Two' of the Doffcocker to Town Centre East scheme, following consultation on earlier proposals which are being delivered in 2026. The Council now wants to understand your views to contribute to the development of the next phase of proposed improvements.

#### Before you start

Please review our consultation materials with information about the proposals to inform your response to the questions in this form. They can be accessed on the dedicated consultation webpage here: <https://towntodoffcocker.commonplace.is/>

**The deadline for submitting your feedback is 11:59pm on 27 March 2026**

If you need additional space to complete your answers to any of the questions, please enclose additional sheets and include references to make it clear which questions the additional sheets relate to.

If you have any questions, or would like this response form or any of the consultation materials in an alternative format, please contact us on [doffcockerconsultation@aecom.com](mailto:doffcockerconsultation@aecom.com)

#### About this form

The feedback form will ask for your views on our proposals. To help us understand who is responding, there will be some questions about you and your travel habits. To help people give feedback about proposals in specific places, the proposals across the project area have been split into five 'zones' which you can see on the accompanying overview map and are listed below.

- **Zone 1:** Including Oakwood Drive, Albert Road West, Markland Hill Lane and Markland Hill
- **Zone 2:** Including Doffcocker Lane, Millstone Road and Greenmount Lane
- **Zone 3:** Including Rawlyn Road, Moorside Avenue, Woodstock Drive, Albert Road West and New Hall Lane
- **Zone 4:** Including Woodstock Drive, Captain Clough Road, Stanley Road, Devonshire Road, Lowndes Street, Inverlael Avenue, Lonsdale Road, Leighton Avenue and Lincoln Road
- **Zone 5:** Including Thompson Road, Valletts Lane, Hatfield Road, Oxford Grove, Mortfield Lane, Chorley Old Road, Kirkhall Lane, Grafton Street, Gower Street

**You can feedback on proposals in all the 'zones', or just those you feel are relevant to you**

### Who is responding?

- I am responding as an individual (for myself)
- I am responding on behalf of an organisation or business - please specify: \_\_\_\_\_
- I am responding as an elected member (e.g. Ward Councillor) - please specify: \_\_\_\_\_

### What is your home or organisation / business postcode? (e.g. BL11RU)

### How do you currently travel through the scheme area? (Doffcocker, Heaton, Smithills and Queens Park areas) (please select as many as apply)

- By walking
- By bike
- By car / van / taxi (as a driver or passenger)
- By bus
- By motorbike
- By wheelchair / mobility scooter / walking aid
- Other wheeled method (e.g., scooter, electric scooter, skateboard, roller skates)
- Other (please specify) \_\_\_\_\_

### Why do you currently travel through the scheme area? (Doffcocker, Heaton, Smithills and Queens Park areas) (please select as many as apply)

- I live here
- I work here
- I visit friends or family in the area
- I go to school / college / university here
- I visit facilities in the area (e.g. support services, doctors, libraries)
- I spend leisure time in the area (e.g. shops, cafes, entertainment)
- I travel through here on my way somewhere else
- Other (please specify) \_\_\_\_\_

### How often do you travel through this area? (please select one option)

- Daily
- A few times a week
- A few times a month
- A few times a year
- Never

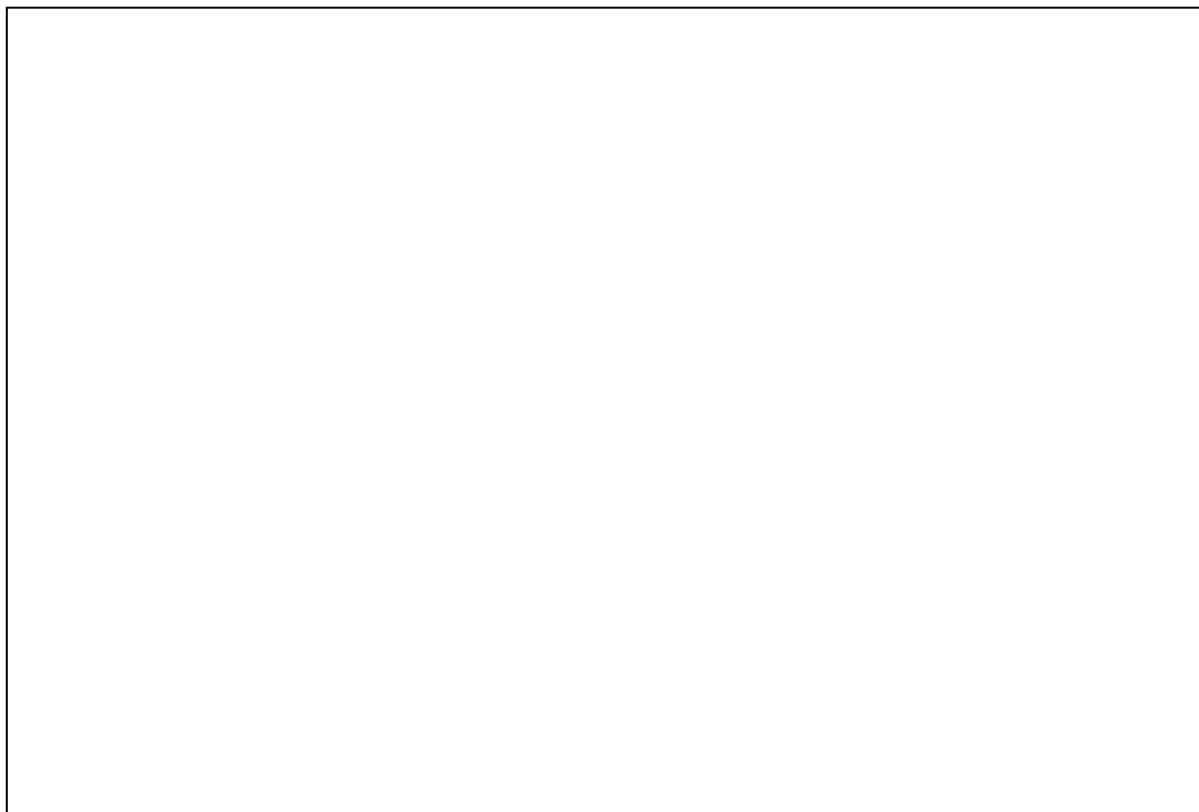
### Overall, to what extent do you agree or disagree with the following statements? (select one response for each statement)

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
These proposals will make it safer and easier to walk or wheel (e.g. use a mobility aid) in this area					
These proposals will make it safer and easier to cycle in this area					
People will be more likely to walk or cycle in this area if these changes were made					
These proposals will improve the look and feel of this area					
These proposals will better connect people travelling to and from the town centre					

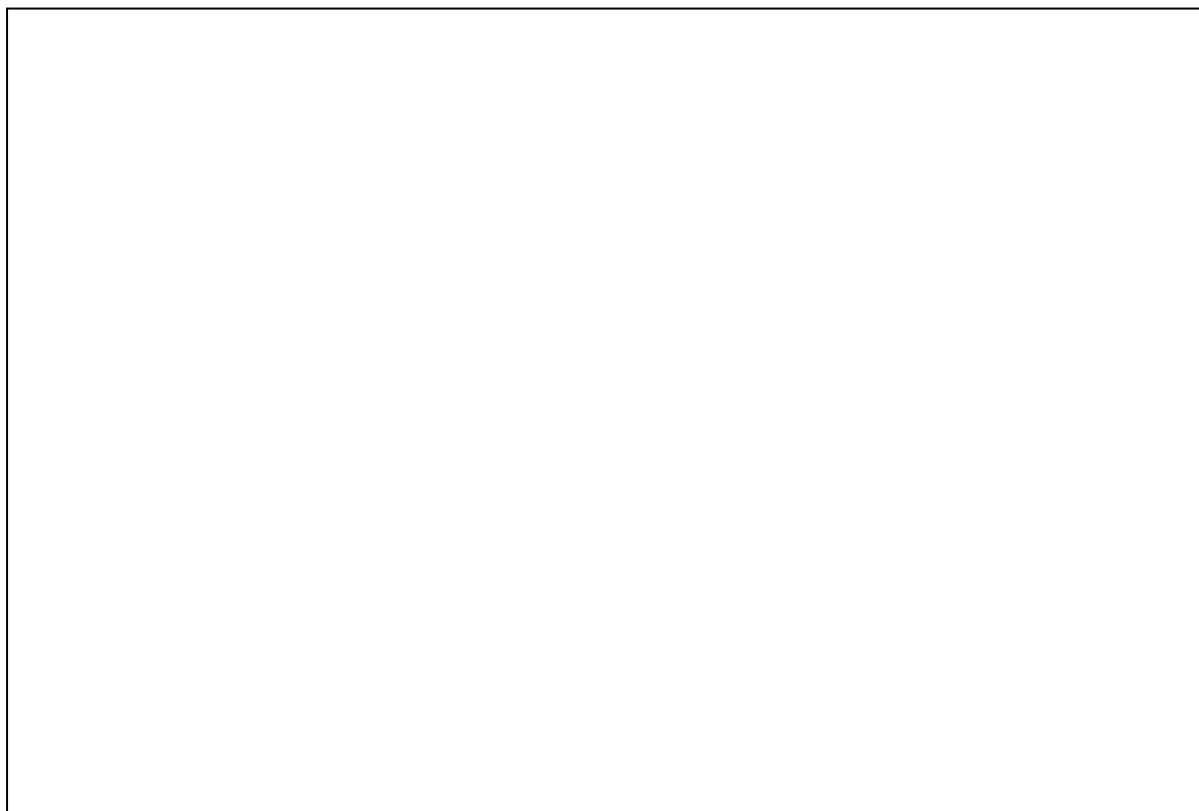
**Do you have any feedback, concerns or suggestions you would like to give about proposals in a specific 'zone' in the proposals?** (Please mention specific locations)

**Feedback on proposals in Zone 1:** Oakwood Drive, Albert Road West, Markland Hill Lane and Markland Hill

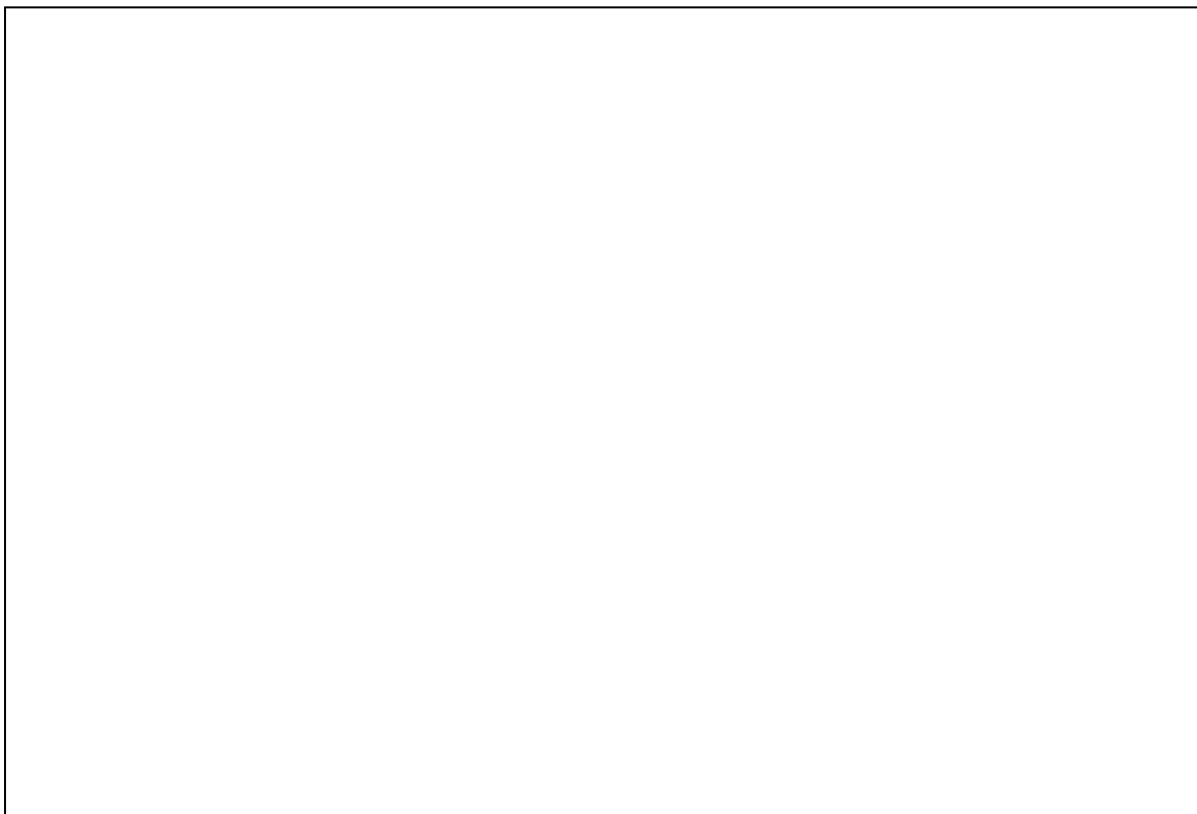
**Feedback on proposals in Zone 2:** Doffcocker Lane, Millstone Road, Greenmo



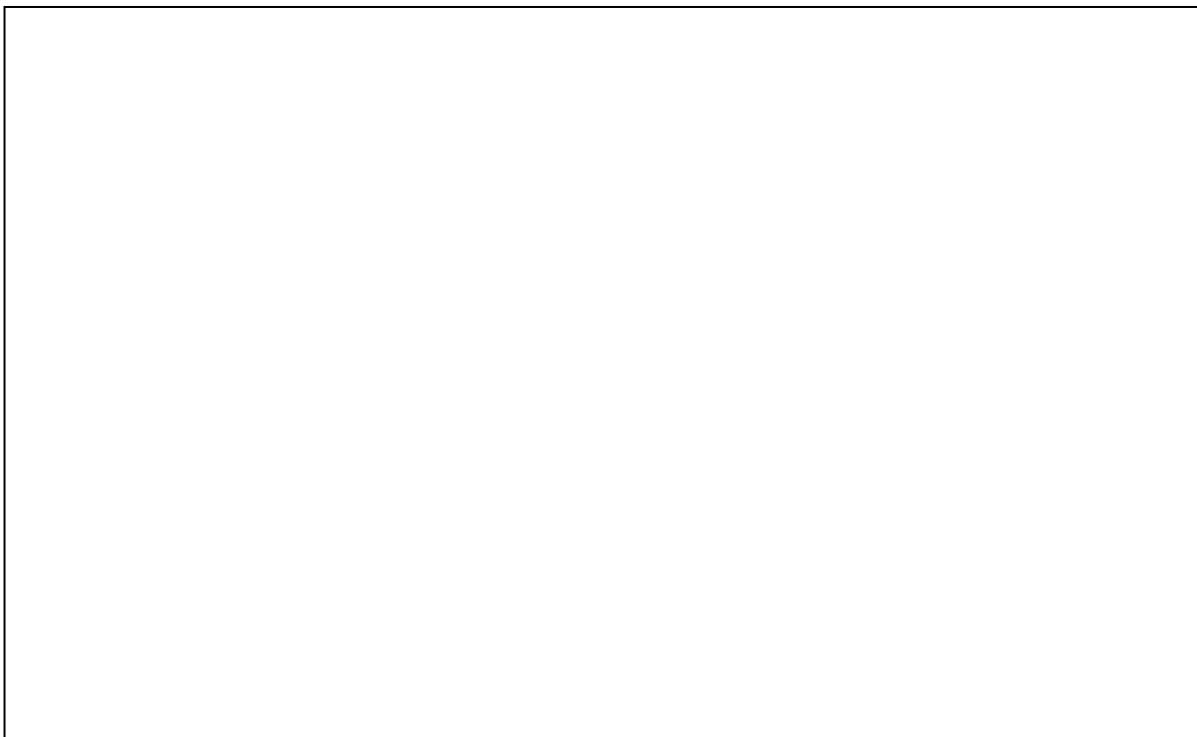
**Feedback on proposals in Zone 3:** Rawlyn Road, Moorside Avenue, Woodstock Drive, Albert Road West and New Hall Lane



**Feedback on proposals in Zone 4:** Woodstock Drive, Captain Clough Road, Stanley Road, Devonshire Road, Lowndes Street, Inverlael Avenue, Lonsdale Road, Leighton Avenue and Lincoln Road



**Feedback on proposals in Zone 5:** Including Thompson Road, Valletts Lane, Hatfield Rad, Oxford Grove, Mortfield Lane, Chorley Old Road, Kirkhall Lane, Grafton Street, Gower Street



**Overall, to what extent do you support or oppose the proposed improvements for walking and cycling in the Doffcocker area?**

<b>Strongly Support</b>	<b>Support</b>	<b>Neutral</b>	<b>Oppose</b>	<b>Strongly Oppose</b>

**In your own words, please explain your response:**

**Thank you for taking part in this consultation.**

**Your feedback will be analysed to help inform the development of these proposals.**

## Privacy Notice

### Consultation

Our core data protection obligations and commitments are set out in the council's primary privacy notice at [www.bolton.gov.uk](http://www.bolton.gov.uk)

This notice provides additional privacy information for:

- people taking part in consultations
- partners working with Bolton Council

In relation to consultations, it describes

- how we collect, use and share personal information about you
- the types of personal information we need to process, including information the law describes as 'special' because of its sensitivity

It is important that you read this notice, together with any other privacy information we may provide on specific occasions when we are collecting or processing personal information about you, so that you are aware of how and why we are using such information.

The information collected and held will vary dependent on the service used.

### Consultation service

We use your personal information:

- To seek your opinions on services and events
- To allow us to categorise survey responses, for example by age or sex, so that we can see if there are any differences in people's experiences or opinions

### What personal information do we collect?

The questions that ask for this information will be voluntary, so you don't need to give any personal information if you don't want to.

We will only collect information that is needed for a particular survey. This may include:

- Postcode
- Age / date of birth
- Email address
- Sex
- Racial origin

Occasionally we may ask for other personal information such as health or caring status.

### Legal basis for processing

The legal basis for processing your personal information is:

- Article 6 of the UK General Data Protection Regulation (GDPR) provides two main legal bases for processing when we undertake public consultations namely, performance of a

task in the public interest or in certain more limited instances we will have a statutory duty to do so.

- Where any sensitive (special category) data is being processed the Council will rely on Article 9 of UK GDPR where the consultee has provided their explicit consent.

If we are not able to engage with our residents, visitors and businesses through public consultations it will adversely impact on our ability to plan and shape service provision and offer events.

## **Information sharing / recipients**

Any personal information you give will normally only be used to contact you about that specific consultation.

Personal data may be used to categorise responses, but all responses will be anonymised, and no individual will be identified in any reports.

Data collected for consultation purposes will not normally be shared without your specific consent. However, there may be certain circumstances where we would share without consent such as where we are required to do so by law, to safeguard public safety, and in risk of harm or emergency situations. Only the minimum information for the purpose will be shared.

## **Automated Decisions**

For this service:

- All the decisions we make about you involve human intervention

## **Data retention / criteria**

We will only keep your personal information for as long as the law specifies or where the law does not specify this, for the length of time determined by our business requirements.

## **Rights of individuals**

You have certain rights in relation to the council's use of your personal information. To find out more about how these rights apply in particular circumstances, please refer to our Guide to exercising your rights or alternatively visit the Information Commissioner's web site at [www.ico.org.uk](http://www.ico.org.uk)

If you wish to exercise your rights or to raise a concern about the handling of your personal information by the council, please contact our Information Governance Team at [information.security@bolton.gov.uk](mailto:information.security@bolton.gov.uk).

If you are still unsatisfied you should contact The Information Commissioner's Office by post at the ICO, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF or by telephone 0303 123 1113

## **Updates to Privacy Notice**

We may update or revise this Privacy Notice at any time so please refer to the version published on our website for the most up to date details.

# Appendix D : Street level plans by zone

