



Consultation of Winter Hey Lane, Horwich

Findings by Consultation & Engagement Team

December 2025

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1. Background and Methodology

Between 4th September and 16th October 2025, the Council ran a public consultation, seeking to engage residents, businesses in Horwich and stakeholders that use Winter Hey Lane in sharing their reflections on the two proposals outlined for improvement works on Winter Hey Lane, Horwich. During that period, a comprehensive communication plan was implemented to raise awareness of the proposal across the borough, with a strong emphasis on engaging businesses located on Winter Hey Lane.

Initially, businesses were sent a letter from Bolton Council to inform them of the consultation on 29th August, which was followed by six hours of door knocking local businesses in Horwich in September (see Appendix B). An email was also distributed to all stakeholders, including local MPs, Elected Members and Town Councils. Supporting documentation was made accessible on the Council's consultation webpages and social media was heavily utilised throughout the period to share key messages about the consultation. Some documentation was [updated](#) in response to common queries raised by stakeholders.

Participants were surveyed using a questionnaire tool made up of open and closed questions over a period of six weeks, providing respondents the opportunity to reflect and share their thoughts on the proposal. The questionnaire was made available both digitally and offline, with the questionnaire being accessible on the Council's consultation web page, as well as in hard copy format, on request. Hard copies of the survey were made available at Horwich Town Hall and Horwich Library.

A poster was created to advertise the consultation and was cascaded to relevant council buildings (Library and Horwich Town Hall) and local businesses on Winter Hey Lane (see Appendix A). In addition, the consultation was promoted through the E-view newsletter. The consultation appeared in [two](#) articles in [The Bolton News](#), [Manchester World](#) and in [Manchester Evening News](#).

Furthermore, drop-in events for local stakeholders in Horwich took place in the afternoon on 11th September at Horwich Library and at twilight on 17th September at Horwich Leisure Centre (see Appendix C). These face-to-face events were delivered in tandem with the service area, enabling service users to read the proposal on printed boards, outline key concerns and ask technical questions relating to the proposal. Remaining copies from the drop-ins were left at Horwich Leisure Centre.

*A copy of the questionnaire is included at the end of this document, located in Appendix F.

Analysis notes

- Results are presented in the questionnaire format with 'Don't know' or 'Already Stated' type responses removed unless stated.
- Comments have been categorised where feasible. Unless otherwise stated, categories with 20 or more responses are shown. Categories may overlap and a comment from one respondent included in multiple categories. A sample of comments [verbatim] are included in the report. Comments may be abbreviated so that only the relevant extract is included. One comment may be coded into multiple categories, and each category may only cover a certain aspect of the comment, for example a respondent may have made both positive and negative comments about the same aspect.
- Base: unless otherwise stated the base is the number of respondents to a particular question.
- Data has been cleansed where appropriate, e.g., comments moved into existing responses.

2. Consultation Responses

Many open-ended questions were included in the questionnaire to give respondents the opportunity to comment on the proposal, suggest alternative approaches and outline the support needed if the proposal was approved.

Throughout the consultation period the following responses were received:

- 478 completed electronic questionnaires from residents and stakeholders
- 14 completed paper questionnaires from parents/carers and stakeholders.
- Two formal written responses, including a local MP (see Appendix E) and a business.

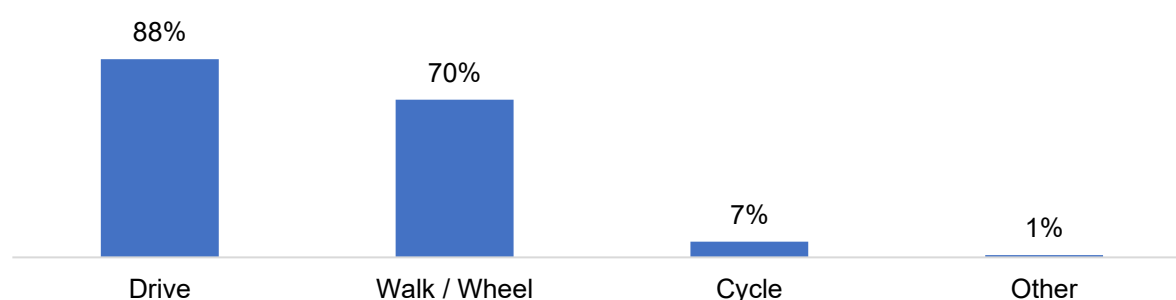
A total of 492 residents and stakeholders took part in the survey, outlining their reflections on the proposed options for improvement works at Winter Hey Lane.

3. Context of Winter Hey Lane

3a. Travel through Winter Hey Lane

For the consultation, Bolton Council were keen to understand how respondents use Winter Hey Lane and what experience they have of the road and surrounding area. Respondents were asked to outline how they travel through the area. Out of 489 responses, 88% drive through, 70% walk or wheel and 8% use other modes of transportation, such as cycling (7%), "*running*", the "*bus*" or "*mobility scooters*."

How respondents currently travel through Winter Hey Lane



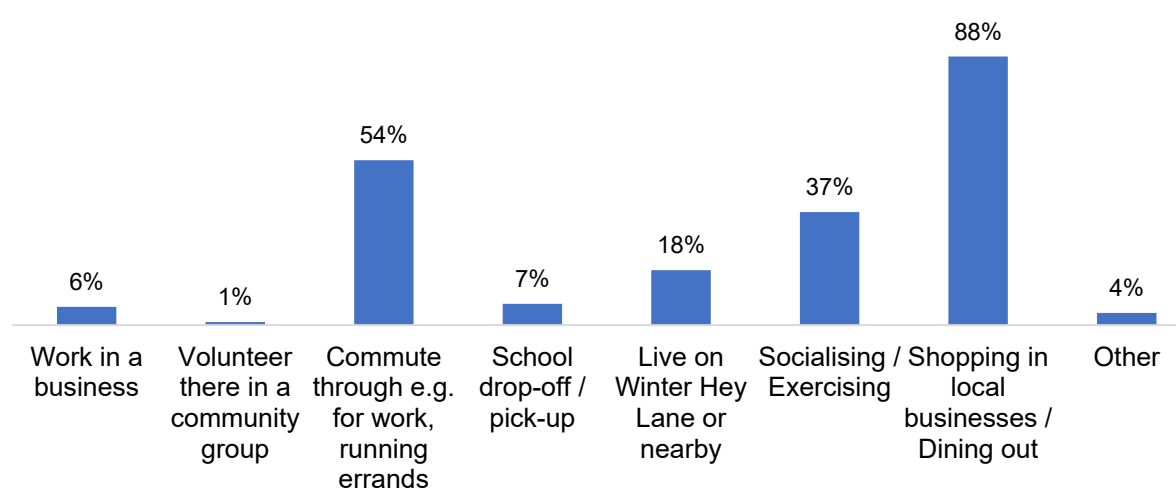
Base: 489

3b. Use of Winter Hey Lane

All stakeholders were asked to reflect on how they use Winter Hey Lane. Of the 490 responses received, the majority (88%) shop in local businesses, or dine out, and over half (54%) commute through, for example for work or running errands. Over a third (37%) use Winter Hey Lane for socialising and / or exercising and almost a fifth (18%) of respondents live on or near Winter Hey Lane.

18 respondents who chose 'other' outlined other ways they use Winter Hey Lane, including "*walking the dog*" or using it "*as a drive through*". Others use the lane for visiting family, accessing amenities, such as "*Horwich Youth Darts Club*", "*the gym*", "*dentist and banking hub*", and "*music lessons*". One response stated they "*own business properties on the lane*".

How respondents currently use Winter Hey Lane



Base: 490

3c. User experience of Winter Hey Lane

443 respondents commented on their experience of Winter Hey Lane, which have been coded into 6 thematic and 511 comments. Categories include comments on the local businesses and aesthetics of the

area, the driver and pedestrian experience, accessibility, and comments about the proposals, including aversion to change.

How would you describe your experience of WHL in one sentence?		
Rank	Category	No. of respondents
a.	Local businesses and community value	184
b.	Traffic and parking issues	98
c.	Opposition to change / no issues with area / concerns about proposal	73
d.	Pedestrian safety and accessibility	71
e.	Aesthetics of Winter Hey Lane, renovation and investment	52
f.	Traffic light and crossing system	33

a. Local businesses and community value

184 comments focused on local businesses and the community value of Winter Hey Lane: several commented on the variety of businesses, community space and the bustle in the area. There was a mixed perspective from respondents.

- *"Miserable"*
- *"Its a vibrant lane, used well by locals"*
- *"Great variety of shops with free parking"*
- *"A wonderful busy high street with lots of great businesses"*
- *"Adequate"*
- *"Busy and well used"*
- *"There is a poor choice of shops on winter hey lane"*
- *"Some great independent shops, any empty spaces should be used by any other independent business's"*
- *"Winter Hey Lane provides access to pick up from businesses and to make deliveries"*
- *"Not as it used to be with thriving shops now its nail,beauty, barbers"*
- *"It is a valuable community asset that needs to be accessible for all"*
- *"Great place to shop and meet friends."*
- *"It's a bustling village road"*
- *"Absolutely vital link road between Chorley Old Road and Chorley New Road"*
- *"Convenient for parking and visiting local shops"*
- *"Busy community vibes"*
- *"A centrepont for a fantastic community with local businesses along the shopping lane."*
- *"Not a pleasant place to go shopping."*
- *"Generally positive - there are options for shops, eating and the bank"*
- *"It's a nice street but could be made much more appealing if opened up. Markets, outside seating etc"*
- *"Winter hey lane offers plenty of shops and business, which I utilise as a disabled person."*

b. Traffic and parking issues

There were 98 comments referencing issues with Winter Hey Lane being *"hectic"*, *"congested and difficult to access"* and parking on the road being a *"constant issue"*. *"Illegal parking"* on double yellows was frequently mentioned. The overall sentiment from respondents was negative.

- *"It's a traffic dominated space which reflects poorly on the potential of Horwich"*
- *"There are absolutely no issues with the lane other than drivers parking on double yellows."*
- *"Hectic"*
- *"Difficult to park - small car parks general full and lots of side streets full."*
- *"There always seems to be cars parked outside the Coop or near the post office, directly on the street"*
- *"Busy with traffic making hard to cross roads and poor narrow pavements often blocked by parked cars."*
- *"Usually ok apart from the selfish drivers that park on the road instead of using the car park"*
- *"Doesn't need anything major doing except stopping people parking outside bargain booze & late shop."*
- *"Good road with easy access to car parks"*
- *"Difficult to turn right into winter hey lane from lee lane, seen too many near misses with people"*
- *"Racing track at times and difficulty with people double parking"*
- *"Lack of parking for customers"*
- *"Chaotic"*
- *"Congested and difficult to access from Lee Lane when turning right into Winter Hey Lane."*
- *"Needs a traffic warden every day and double yellows all down."*
- *"Only issue is traffic congestion at top Near Lee Lane"*
- *"Congested due to narrow roads and illegal parking on the road/pavements"*
- *"Too busy with cars, needs more spaces like they have in Westhoughton, much nicer there."*
- *"20 mph limit not enforced"*
- *"The roads are fine, easy access to the parking behind the shops"*
- *"I would describe it as loud due to the cars"*
- *"Too much traffic, speeding and parking everywhere, mostly on pavements, not easy to walk or cycle."*

c. Opposition to change / no issues with area / concerns about proposal

73 comments implied there were no issues at Winter Hey Lane overall or showed aversion to change, asking the Council to *"leave it alone."* Many referred to the road as *"fine as it is"* with *"no problems at all"*.

- *"It's fine as it is."*
- *"Leave it alone"*
- *"I've never had an issue with it."*
- *"Apart from the speed of some drivers, it's fine"*
- *"No problems at all."*
- *"Good as it is except one unsafe crossing too close to the junction"*
- *"Pedestriansing it will make traffic in Horwich even worse"*
- *"Nothing currently wrong with the traffic on Winter Hey Lane."*
- *"Normal in need of no change. Maybe update the pavements"*

d. Pedestrian safety and accessibility

There were 71 comments relating to pedestrian safety and the accessibility of the road. It was frequently mentioned that Winter Hey Lane is *"dangerous"* and there was an overall sentiment that the road is *"not pedestrian friendly"*, with some noting it is *"a hazard"*, *"cramped"*, *"frightening"* and *"overwhelming"* at busy times. Impacts on vulnerable groups were also raised, particularly for young children, people with prams and people with disabilities.

- *"Easy access"*
- *"Accessible"*
- *"Lackluster and dangerous"*
- *"Narrow pavements even passing a pedestrian the other way is difficult."*
- *"I have young children and the pavements are dangerously narrow."*
- *"Cramped, dangerous and unpleasant pavement spaces make walking down Winter Hey Lane unenjoyable."*
- *"A hazard due to parking outside businesses that include Post Office, Co-Op, Restaurant, Charity Shop"*
- *"Can be dangerous when cars park outside shops"*
- *"Paths not wide enough, can be very busy, have to walk on road with pram"*
- *"Messy, cars are too big for the road, hard to cross the road as a pedestrian, no one does 20mph."*
- *"Car dominated and not pedestrian friendly"*
- *"As a visually impaired person it is noisy and dangerous."*
- *"Quite frightening at busy times, due to traffic and narrow pavements."*
- *"Needs speed bumps"*
- *"Extremely dangerous"*
- *"Outside business hours ok, during business hours a bit overwhelming for my dogs"*
- *"Need dropped kerbs as I'm disabled"*
- *"Crossing the road difficult at any point."*
- *"Hectic, not very safe for children due to small paths and only 1 crossing either end."*
- *"The zebra crossing and crossing at the top by Thyme Deli are increasingly dangerous to young children"*
- *"The zebra crossing is a nightmare - visibility is awful"*
- *"Difficult to cross safely as a pedestrian, cycling feels dangerous."*
- *"I have a daughter in a wheelchair and she struggles to access the centre of Horwich due to the width"*
- *"Footways very uneven and narrow, blue badge parking not conveniently located"*
- *"Carnage, you risk your life crossing the road, in particular at the top end"*

e. Aesthetics of Winter Hey Lane, renovation and investment

52 comments discussed the look of Winter Hey Lane and called for investment and improvement. Several discussed their experience of the road being *"dispiriting"*, *"boring"* or *"underwhelming"*.

- *"Looks dirty"*
- *"Appalling"*
- *"Shabby"*
- *"Scruffy"*
- *"It could do with investment."*
- *"It could be made more 'welcoming'"*
- *"Ugly, narrow, busy, uncomfortable and dispiriting to walk down."*
- *"Awful tired stretch of a former nice street"*
- *"Lovely village lane that needs some attention to ensure local businesses benefit"*
- *"Bland and boring"*
- *"Underwhelming and underutilised, Winter Hey Lane has so much more potential as a vibrant hub"*
- *"The shop fronts are old & tatty"*
- *"It desperately needs renovation, repair and upgrading"*
- *"The zebra crossing is unsafe and needs repainting and the Bolisha beacons more visible"*
- *"Roads needs resurface and pavements weeds and graffiti need removing desperately need a filter light"*
- *"Not a High street feel"*
- *"Environment/appearance needs improving to make the experience more enjoyable"*

- *“Run down commercial properties with many adorned with neon signs or blacked out windows.”*

f. Traffic light and crossing system

33 comments discussed the traffic lights and crossings at Winter Hey Lane, with many citing the crossings are “*poorly placed*” and “*ignored by cars*” and the traffic lights are “*awful*” or “*not timed correctly*”. Several people suggested adding filter traffic lights or improvements to the junction.

- *“Awful traffic lights!”*
- *“It is fine, just need pelican crossing at the lights where it meets Lee Lane”*
- *“Easy to access from chorley new road, awful from chorley old due to the awful traffic light system”*
- *“I like it but not enough crossings”*
- *“The zebra crossing needs to be a pelican crossing”*
- *“Crossing is in bad place and an accident waiting to happen”*
- *“Timing of lights is dangerous and the crossing is very poorly placed.”*
- *“Junction with Lee Lane is ridiculous if someone wants to turn. Needs filters”*
- *“The zebra crossing is in the wrong place for both walkers and drivers.”*
- *“Hectic when turning right on WHL due to the traffic light filter not timed correctly”*
- *“Traffic lights need four way”*
- *“The junction between Winter Hey Lane and Lee Lane is a nightmare.”*
- *“Ok except for turning right into winter hey lane from lee lane, needs a filter traffic light”*

3d. Previous closure of Winter Hey Lane

Respondents were asked how previous closures of Winter Hey Lane had impacted them, using roadworks and local festivals as an example. 450 responses were received and were split into 529 comments and seven themes. Themes focused on: traffic, the impacts on residents or businesses and safety, community benefits and comments about the proposal.

When WHL has closed in the past for roadworks or events e.g. Horwich Rox Music Festival, how has this had an impact on you / your family?		
Rank	Category	No. of respondents
a.	Traffic, diversion and parking issues	167
b.	No impact / not sure	133
c.	Community benefits	83
d.	Impact on residents and vulnerable groups	57
e.	Comments about proposal or permanent closure / alternative proposals	33
f.	Impact on local businesses and customers accessing shops	31
g.	Safety	25

a. Traffic, diversion and parking issues

167 respondents mentioned that traffic and parking were impacted by previous road closures at Winter Hey Lane. Many referred to road closures causing “*mayhem*” for residents and “*congestion in the surrounding streets*”, including Lee Lane, Chorley New Road, Victoria Road, Church Street, Ramsbottom Road,

Abraham Street and Wright Street. A minority of respondents said that there *“wasn’t an issue with access”* or traffic.

- *“It causes congestion on surrounding roads”*
- *“Made bus journeys very difficult as traffic gridlocked on Lee Lane and Chorley New Road”*
- *“It creates a bottleneck in Horwich when access to vehicles is restricted - places pressure on Crown Lane / Victoria Road and living off Lee Lane.”*
- *“Access to town centre parking”*
- *“When it has been closed for roadworks, it’s been an absolute nightmare, as the build up of traffic was terrible.”*
- *“We had a great day, being closed wasn’t an issue with access. Encouraged us to use public transport”*
- *“It has been a total inconvenience and created mayhem for all my family.”*
- *“It was very quiet no traffic no problems”.*
- *“Results in heavier traffic on Church Street where I work but not drastically bad. It has shown that Winter Hey Lane can work really well as a social space whilst traffic can be adequately redirected”.*
- *“It has caused considerable disruption at the junction with Longworth Road.”*
- *“Side streets, Lee Lane and Ramsbottom Rd have been congested. Huge impact on daily life.”*
- *“There are other routes you can do, Easy to drive round, didn’t really have an impact, I only use it to go to Aldi - needs to be more parking it would mean I would go into the town centre more”*
- *“We parked on St John street- good communication no issues”*
- *“Badly as get stuck in huge congestion on Victoria Road and Chorley New Road or the constant congestion, due to bad parking on Lee Lane - it can add up to an extra 15 minutes to travel time”*
- *“It’s just about tolerable for individual days on weekends but roadworks are a nightmare. It’s a vital traffic route.”*
- *“Extended closures has impacted and delayed school/work commutes”*
- *“Considering they close multiple roads regularly for weeks on end. It is sometimes the only way through. If there is any sort of crash it is the only way through.”*
- *“I was happy for the road to be closed off.”*
- *“It was a rat run on Abraham Street causing mayhem to residents”*
- *“Lack of organisation caused problems initially, but for a one off event it works well... If this was permanent, this would be severely detrimental to the 'rat race' that is already our street.”*
- *“I live on Wright St. When there has been... road closures or road closed due to an accident the traffic on Wright St is horrendous with speeding cars, lorries delivering to local businesses. People already double park on here”*

b. No impact / not sure

There were 133 comments that outlined that previous road closures for roadworks or events have had no impact on the respondents. Some of the reasons for this include: *“I don’t drive”*, they were *“made aware ahead of time”* and *“plenty other roads accessible”*. A few respondents commented that short-term closures for events are *“completely incomparable”* to long-term change or *“normal weekday activity”*.

- *“I didn’t attend”*
- *“We just walked.”*
- *“No impact just went round.”*
- *“No impact, I don’t drive.”*
- *“No impact, enjoyment of events”*
- *“None as made aware ahead of time”*
- *“None whatsoever. Plenty other roads accessible”*
- *“It wasn’t a problem because it was a short closure”*

- *"No major impact other than if bus service is delayed."*
- *"It was a weekend so completely incomparable to normal weekday activity"*
- *"No impact, really enjoyed the experience and freedom of walking around in this area"*

c. Community benefits

There were 83 comments that reflected on the community benefits of events, such as Horwich Rox Music Festival. Overall, there was a positive perspective of this event: many respondents say that it *"brought the community together"* and was *"an inclusive and uplifting experience"* and *"good for small businesses."*

- *"It was fantastic, seeing people move around freely, shops were bustling and and spirits were high."*
- *"It was superb when it was closed off, brought the community together."*
- *"Yes however I think closing it on occasions like horwich Rox is good for small businesses and the community it's only very rarely and not on week days"*
- *"I loved the Horwich Rox Music Festival. I thought it was brilliant and anything that can make Winter Hey Feel more like that all year is good with me."*
- *"The use for Horwich Rox event was a revelation and shows just how good better use of WHL could be for Horwich"*
- *"Loved the music festival thought it was a fantastic event - didn't stop Me shopping"*
- *"The Horwich Rox festival was fantastic and a great example of the community in Horwich coming together. Closing the Lane helped make it an inclusive and uplifting experience"*
- *"The rox festival was great and gave a glimpse of how Winter Hey Lane could be a focal point for community activities and events"*
- *"We enjoyed having a seating area, which would be amazing if this was available for local cafes."*
- *"Road closures for events positive impact. Also recall when Lee Lane was closed for a festival (on a Sunday I think), one of my fondest memories in Horwich, complete transformation."*
- *"Positive - enjoyed the event"*
- *"It was the best day Horwich has had for a long, long time. A space where the community could gather would be a great addition to our town centre,"*
- *"Much quieter"*
- *"2 young kids who love these sorts of events which are put on, they get to see their school friends and family and it makes us proud to be residents of Horwich given the events which are put on, particularly when you see the crowds which come to attend!"*

d. Impact on residents and vulnerable groups

There were 57 comments that alluded to the impacts on residents near Winter Hey Lane and vulnerable groups, such as the elderly and disabled people. Access to shops and local amenities were frequently mentioned. The majority said they *"avoided"* the area or *"couldn't drive down to access local shops"*. A minority of residents stated road closures made the area more accessible or *"safer"*.

- *"I need car access close to where im going due to a disability."*
- *"There are children living on [Wright] street and with the way people park their cars there is sure to be an accident."*
- *"It has made it difficult to visit family and has impacted my husband getting to work"*
- *"Im disabled with mobility issues so i just don't go out."*
- *"Have avoided completely. When it shut before and semi pedestrianised i had to drive via a maze of narrow back streets to access car parks and shops."*
- *"I am disabled and couldnt drive down to access local shops"*
- *"I don't drive, rely on lifts or walking, very difficult to get shopping etc if road is closed."*
- *"Put me off travelling due to lack of parking and inability to easily get to Lee Lane side."*

- *"As I generally walk there it has little impact on me"*
- *"Am disabled and need to park in blue badge space to access services/shops on winter hey lane"*
- *"It is much improved, as it gives more access as a visually impaired person."*
- *"Prevents me from accessing the area properly, parking, increased traffic"*
- *"I have not gone to any of the events as I could not drive into Winter Hey Lane...Many people are disabled and need to be able to park near shops to use them"*
- *"I've been unable to drop my disabled son off in front of the shops he's needed."*
- *"Had to reschedule dentist opticians etc"*
- *"As a resident of mason street winter hey lane ia a regular used road and when closed impacts on necessary travel routes causing inconvenience"*
- *"Horrific to be honest, I live on brownlow rd and it stops me getting to the shops, I have to cancel or change plans, I work from home, because the effect is backed up all around horwich."*
- *"It made it safer for elderly and disabled, and none car users to be able to shop and rest safely"*
- *"Prevented me from being able to walk around as people just congregating and drinking. This ehould have been held on Station Park or on HRMI cricket ground."*
- *"I enjoyed the festival but my daughter couldn't get through in her wheelchair"*
- *"I live centrally in Horwich and am more concerned by the sound and drunken behaviour that comes from these events than the road closures."*
- *"Not easy on a mobility scooter - narrow pavements."*
- *"It becomes a non go area as I am disabled and can only access shops and business by utilising my blue badge and parking outside the place i need to visit - Banking HUB, Post office, shops and dentist etc"*

e. Comments about proposal or permanent closure / alternative proposals

33 comments provided alternative proposals for improvements to the area or made comments about the proposed options. Residents discussed the impact of road closures being *"a disaster last time"* and shared concerns surrounding pedestrianisation, safety, parking, the location of events, and investment allocations.

- *"Can the best of both be explored? One way traffic but holding regular road close offs for local market stall days"*
- *"Station park should be used for events"*
- *"If I remember correctly the last time they pedestrianised it it had a detrimental effect on the local shops."*
- *"Only needs to be closed for events. No need to change anything."*
- *"Fine for the day or weekend but would not agree to part or total closure. It was a disaster last time this was implemented"*
- *"Get some cctv cameras up to fine people parking up and ignoring the "no stopping mon-sat 8am-6pm" though, you could make a decent amount of money from them."*
- *"You also need to sort out the appalling road on Lee Lane near the Crown as it is getting unpassable and causing damage to our vehicles. Spend money where it is needed the most"*
- *"I think a one way system will be better going from chorley new road up winter hay lane"*
- *"Lee lane should be a pedestrian crossing as would be much safer for children on school walk"*
- *"With further houses being built for local residents this will only get worse and the closure of this road would be silly."*
- *"We need winterhey lane open perminently for energency services, buisness, road through to aldi, iceland, chorley new road."*
- *"Spend this moeny on horiwchs flood issues, all that money spent on the waste of space park and chorley new road still floods"*
- *"Put double yellow to stop people parking cars near post office and coop. Invest more in the park , toilets parking and utilise the cobbled area for festival and parking"*
- *"We need as many roads open as possible and sould no be closing roads."*

f. Impact on local businesses and customers accessing shops

There were 31 comments that focused on impacts to local businesses and customers accessing shops. Several people said they avoided Horwich and shopped at Middlebrook *"instead of shopping local"* and several businesses stated they faced issues with access. One business stated the road closure *"reduced sales in the store by over 40%"*.

- *"Avoided the area and went to Middlebrook instead for shopping."*
- *"Although the options do look very nice on paper we also need to think of local businesses and how this will affect them."*
- *"It has made it harder for my business."*
- *"Business on Lee Lane suffered badly"*
- *"It has inconvenienced us because it offers a very useful through road and there are a number of places such as opticians, food shops, post office that we use."*
- *"I work in a hair and beauty salon on winter hey lane, has a business we wasn't well informed an about the program of the day. The noise of the music in the street did affect the salon usual calm environment. And parking for customers was bad on that day"*
- *"Its had a negative impact on the business i work for"*
- *"The Rox music festival didn't have a significant impact on our business because the event finished early at 3pm and as a restaurant we open for business at 5 pm. In addition we are located near the Chorley New Road end so we didn't get blocked. However, when the road is closed for roadworks or events that block access this impacts our staff from driving in, also customers will avoid booking tables or walking in as normal. Another issue is that deliveries to the will be hindered which is a major problem."*
- *"Had an adverse effect on accessibility to our business and congestion in other sections of the tow/road network as a consequence. The road is not congested at the moment unless people park where they are not supposed to. We have a business on the road and drive up and down it many times a day and have done for over 20 years"*
- *"It has had no impact on the business I work for as these events have been held over a weekend but should this be a permanent change this would have a detrimental affect on the business, due to deliveries and that we are in the process of developing our St John Street site for the better of Horwich and made additional parking for staff on Harrison street that would become more complicated to access."*
- *"Yes the closure of the road for cadent works caused chaos and reduced sales in the store by over 40%"*
- *"Impact on getting to place of work and also my clients visiting me"*
- *"This makes accessing the businesses on Winter Hey Lane more difficult and carrying out deliveries to surrounding areas more difficult."*
- *"Very little benefit to me as I'm not a pub or cafe plus got busy with people blocking my shop doorway"*

g. Safety

There were 25 comments centring safety, or a lack of safety, during previous road closures. There was a mixed response, with many saying road closures make residential side streets *"unsafe"*, whilst others believed road closures for roadworks or events make the area *"safer as a pedestrian"*.

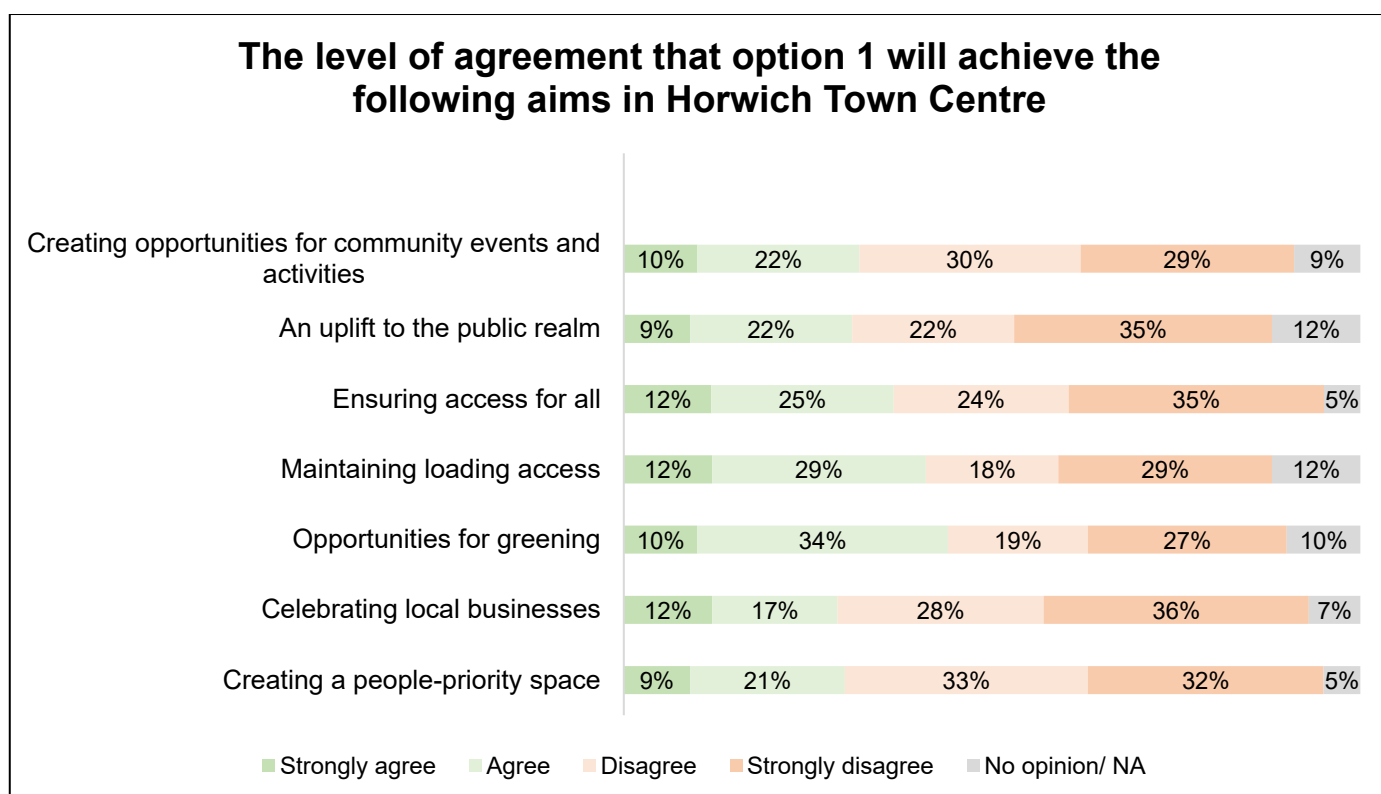
- *"Wright st is heavily used as a cut through to miss the traffic lights as it is, if this route is no longer an option, the... traffic using our street, parking here and the increase in lorries would be completely untenable and highly dangerous for sich a small street."*
- *"I live on Ramsbottom Road and the traffic and speeding is really bad for small pedestrian road"*
- *"Side roads become rat runs which is unsafe"*

- “Every other route is a nightmare for traffic crown lane roundabout is dangerously not working for cars and people”
- “Positively. I felt safer walking around, especially with children.”
- “The current pedestrian light crossing on Lee lane and zebra on winter hey lane are often drive through and dangerous”
- “Safer as a pedestrian.”
- “A long term closure would mean a detour to crown lane roundabout and trying to turn right at the lights to access Aldi there's no filter light to turn right making it a dangerous junction or cutting through the back streets already busy.”
- “I avoid the town centre because the pavements are a mess and crossings dangerous.”
- “Had a really good time and felt safe.”
- “A large number of people including families with young children enjoyed the day in a traffic free space”

4. Option 1

4a. Aims for Horwich Town Centre

Residents were asked to what extent that they agreed option 1 would achieve the range of aims intended for Horwich Town Centre. The response for each of the aims listed was disagreement overall. The aims seeing the most disagreement include “*creating a people-priority space*” (65%), “*celebrating local businesses*” (64%), and “*creating opportunities for community events and activities*” (59%). However, at least 30% of respondents agreed that option 1 would achieve each the aims listed below.



Base average: 411

Respondents were asked to elaborate on their responses, which resulted in 362 responses. These were coded into 573 comments and eight themes.

Please explain your reasoning here.		
Rank	Category	No. of respondents
a.	Traffic, parking and congestion	211
b.	Opposition to proposal	68
c.	Events and community / green space	67
d.	Local businesses	67
e.	Pedestrianisation / impact on pedestrians	48
f.	Cycling infrastructure	35
g.	Impact on vulnerable groups and residents	31
h.	Previous work on Winter Hey Lane	28

a. Traffic, parking and congestion

Most respondents raised comments relating to traffic, parking and congestion (211) as well as a range of other road challenges that motorists and pedestrians face with Winter Hey Lane. These have been split into sub-themes for clarity, including *“parking”*, *“traffic”*, *“infrastructure concerns”* and *“motorist challenges”*.

Parking

Parking was often mentioned by respondents, with the majority stating that the *“proposal does not address the big problem which is lack of parking”*. The intersection between parking and access needs was also discussed.

- *“Easy to walk into the centre or drive from either direction to the St John’s carpark .Plenty of cycle parking at new health hub which always seem empty.”*
- *“Parking near WHL is dreadful. The parking at the back of the Post Office on St John’s St isn’t fit for purpose. The spaces are too small for the size of today’s cars. It’s impossible to park on Wright Street car park.”*
- *“Parking is taken up by business owners and employees which means that those who are travelling from outside the direct local area cannot find parking spaces.”*
- *“Just need to stop people parking on the yellow lines, maybe a warden presence would be good”*
- *“This proposal does not address the big problem which is lack of parking”*
- *“The health hub car park would get inundation with Parker’s not allowing the people who need it to park.”*
- *“I have small children, so having to park elsewhere and walk would not be easy.”*

Traffic

Traffic was explored heavily by respondents, with many believing the proposal will worsen traffic and could *“cause chaos”*. A small minority of respondents thought the proposal would *“ease the traffic”* and make Winter Hey Lane *“safer”*, but the majority discussed the converse impacts. In particular, the impacts of

traffic diverting onto adjacent residential roads were commonly mentioned, with many raising safety concerns *“as visibility of oncoming traffic is reduced by parked cars.”*

- *“It will cause chaos for surrounding roads which are already gridlocked”*
- *“Traffic will still conflict with pedestrians.”*
- *“It might also ease the traffic from chorley New Road junction which has seen quite a few accidents over the last 12 months”*
- *“It will help manage some of the traffic”*
- *“The change in the layout forces traffic on to already overcrowded roads such as Julia street and ramsbottom road.”*
- *“You are now forcing access from Lee Lane, adding further pressure to Church Street / Lee Lane. coming from the beehive area i would be forced to use Victoria Road, Church Street which is always backed up at peak times.”*
- *“I do think that the traffic would be better suited going Eastbound rather than Westbound to take some of the traffic from the lights at the top of Winter Hey, Lee Lane, Longworth Rd junction, as turning right onto Winter Hey from Lee Lane causes a back up of traffic”*
- *“No data is provided to measure impacts on surrounding areas such as traffic flow measurement.”*
- *“I feel this will make Winter Hey Lane less congested and safer”*
- *“People will simply use the surrounding streets for access, many of which are less safe as visibility of oncoming traffic is reduced by parked cars.”*
- *“Due to the large number of homes and the use of both chorley old and new to provide access to/from Bolton and Chorley. The proposal to reduce access would cause gridlock and increase congestion in and around Horwich during the week massively reducing peoples wellbeing.”*
- *“It will push traffic onto Victoria Rd and down into Horwich past the leisure centre”*
- *“The traffic problems are not on winter hey lane they are on Lee lane”*

Infrastructure concerns

Many comments touched on the wider infrastructure challenges in Horwich including housing developments, subsequent impacts of traffic in the wider area and the *“road system in Horwich”*.

- *“The change will cause more traffic issues in an already overwhelmed town structure. Removing any kind of access on this road would be a complete disaster.”*
- *“I agree with the one way system. I think anything else is a waste of money.”*
- *“If Horwich wasn’t being expanded by the thousands of houses being built then I’d think this was a good idea.”*
- *“The car cut through is needed as the road system in Horwich is diabolical.”*
- *“Your proposals only improve one small area and don’t take account of the knockon effect to surrounding areas.”*
- *“The increased traffic and congestions need dealing with, and after that we can start planning for changes like this in the town centre. People-priority should mean considering both pedestrians and drivers.”*

Motorist challenges

Several comments discussed the challenges faced by motorists including speeding, *“dangerous”* junctions, *“loading and access”* and drivers running through red lights. Pollution was mentioned frequently.

- *“The only dilemma on the area is in my opinion drivers going through red lights and the lack of yellow lines or stumps stopping cars and vans from pulling up wherever they seem fit.”*
- *“A one-way street gives drivers more confidence to travel at higher speeds.”*

- *"Most traffic build up is because of people turning right and left from lee lane down to Chorley new direction. This partnered with 125 busses during busy times reduces traffic flow to a standstill often back to and before the crown roundabout."*
- *"I think this would not enhance winter hey lane at all. I think you need to remove cars altogether to create a true public realm space to be proud of."*
- *"No real environmental and exhaust-fumes issues have been considered with the scheme!"*
- *"A no right turn at the WHL / Lee Lane junction would reduce pollution from vehicles in the town. In an evening cars are queuing all the way up to the jolly crofters pub due to people turning up Longworth Road"*
- *"Lorries wont be able to turn down WinterHey Lane from that end, hindering deliveries to local businesses."*
- *"Loading and access will be an issue when vehicles stop on the one way system of the other side of the road is utilised for cycle lanes. It will block the road for the time the vehicle is stopped and drivers behind will not be able to pass."*

b. Opposition to proposal

68 comments demonstrated opposition to option 1, where many stated Winter Hey Lane *"is fine as it is"* and several stated they prefer option 2 or none. There was a strong sentiment of frustration and concern with the proposal from most respondents.

- *"Leave it alone."*
- *"This would be a waste. The road is perfectly fine as it is and has been for the 26 years I've lived in Horwich."*
- *"Winter hey lane is fine as it is. Local shops are easy to access, car parks are easy to access. You could just clean the place up a bit so that it doesn't look as rough"*
- *"I totally disagree and think it would have a negative impact"*
- *"It will create many problems elsewhere in the town as Horwich is too small for this to work."*
- *"I can't see the benefit with this option - too much of a compromise."*
- *"You will destroy the towns unique and historic feel. I do not want it modernising."*
- *"I frankly don't like either option"*
- *"I dont like this option. I am voting for option 2."*
- *"It's better than not doing anything but I think the other proposal has more benefit."*

c. Events and community / green space

There were 67 comments discussing the community space at Winter Hey Lane and greenery. Comments about the greenery in the proposal were criticised: some commented that Horwich is *"surrounded by Rivington, station park"*, whilst others critiqued the maintenance of green spaces: *"Station Park... is appallingly maintained"*. Meanwhile, some positives of greening Winter Hey Lane were stated. Many comments discussed community events and the feasibility of these within option 1. Many mentioned the frequency of community events, the community benefits and potential weather restrictions.

- *"Not a great deal of space for events."*
- *"We already have a green space less than 100m away"*
- *"We are surrounded by Rivington, station park, a few plant pots isnt making a different."*
- *"I would prefer temporary measures for rare community events"*
- *"Feel the mid road planters would look tatty very quickly"*
- *"Its not green, more concrete with a couple of trees."*
- *"The greening, side road treatments & benches will make it a much nicer place to be."*

- *"Nobody is sitting outside more than a few weeks a year. More plants and greenery is always good"*
- *"Dont need more weeds and dead plants."*
- *"I really like the idea of having more community events."*
- *"Once a month on a Saturday for instance would be a far better option"*
- *"New planting and seating would improve the appearance and make it more pleasant on hotter days."*
- *"I think this is a partial solution to the need for a safe space and focal point for community activity"*
- *"There are other spaces that can be accessed like RMI and green spaces that can be utilised rather than closing this road."*
- *"Station Park although supposedly improved is appallingly maintained."*
- *"Community events are once in a blue moon, closure for these is minimal and acceptable."*
- *"These events are not daily activities, therefore in my view the impact on local residents and the local economy would outweigh any potential benefits."*
- *"Look at station park money spent there and it is so scruffy and full of litter and weeds shows you cannot maintain what you have"*
- *"The Horwich Town Centre conservation area document advises against the use of red brick in the town centre... It would be better to make the town look more attractive, by new streetlights, painted street furniture instead of steel, and removing graffiti and clutter."*

d. Local businesses

There were 67 comments relating to local businesses. Overall, most comments discussed that option 1 could negatively impact local businesses and many comments echoed their support for protecting them. Loss of footfall, unequal benefits to businesses, customer access, and loading and deliveries were frequently mentioned. The variety of shops on Winter Hey Lane was discussed by several respondents: *"We need retail, food quality offerings, independent retailers"* and *"a greater variety of shops to attract a wider variety of shoppers"*.

- *"It would yet again negatively impact my business we have customers who park outside with blue badges who would no longer visit"*
- *"Access for all will not be achieved. Shops at 1-11 winter hey lane have NO REAR ACCESS therefore meaning delivery is only at front"*
- *"The proposal suggests loading and waiting will be restricted along the entire length of Winter Hey Lane. This will have an adverse effect on businesses which can currently use 30 minute periods of loading on the single yellow lines. Designated loading bays should be provided at suitable locations to prevent deliveries taking place on inappropriate side roads."*
- *"Making the lane pedestrianised will cause problems for business such as traffic, people getting to us, people seeing us, having people gathering outside businesses could also be a nuisance as we offer facials and massage, it could cause disruption to treatments."*
- *"This will Most definitely negatively effect business up and down this area plus on Lee lane as well."*
- *"Sadly, you are failing to attract the right businesses. We need retail, food quality offerings, independent retailers. What we don't need are barbers, nail shops, pound shops or vape shops"*
- *"Youd have to turn the town into a tourist town with a greater variety of shops to attract a wider variety of shoppers."*
- *"I think this may lead to vulnerable businesses closure."*
- *"I think any proposal needs to include the whole of Winter Hey Lane and the businesses in order to benefit them all rather than those just situated at the top"*
- *"I do not support this option. It will negatively impact local businesses, as customers may find it more difficult to navigate the area and find suitable parking"*
- *"Limiting road access for local businesses will not encourage people to visit... Horwich is in close proximity to Middlebrook where people can easily park and visit businesses, it is creating an additional challenge for local businesses to compete."*

- *"Having access to local business both on winter hey lane is vital for them to survive"*
- *"There would be no celebrating local businesses because all the cars from the main road now can't access and see them. The only people who would see the shops are the people coming from Lee lane who already know they are there because they live locally."*
- *"If there are events, local cafes or shops should be offered to cater or offer their wears rather than getting externals in."*
- *"As a big supporter of local and small businesses, Horwich needs to better support these"*
- *"There are multiple business in and around Winter Hey lane including the one I work for... that if these changes came into place would negatively affect us."*
- *"Owning a business on winter hey lane disruptions to the current set up will more than likely reduce footfall within the shops"*

e. Pedestrianisation / impact on pedestrians

There were 48 comments discussing the impacts on pedestrians and the pedestrianisation of Winter Hey Lane. There was a mix in responses, many of which acknowledged that pedestrianisation could *"create a safer more social environment"* and *"make crossing easier"*, whilst others highlighted there could still be risks from cars and cyclists: *"would still need to cross an even busier 1 way traffic road"*. Others raised concerns that pedestrianisation could attract anti-social behaviour.

- *"It also might attract kids at night if seating is put in and we could incur graffiti/vandalism."*
- *"It's not increasing pedestrian access - would still need to cross an even busier 1 way traffic road and cyclists going the opposite way."*
- *"That crossing at the top of the junction with Lee Lane is so dangerous with pedestrians as it's impossible to see cars turning left into Winter Hey Lane if you are crossing from that side. One way in the other direction would be much safer."*
- *"Don't see the point of closing the road to motorists for a paved area when we only get two or three weeks decent weather per year."*
- *"The plan may not completely pedestrianise the area but it will make crossing easier"*
- *"There is currently insufficient footfall in Horwich to warrant a pedestrianised area"*
- *"trying to create space for pedestrians is great but not at the expense of the traffic that needs to get through Horwich"*
- *"The placement of the zebra crossing needs changing and the pavements more accessible for wheelchair users."*
- *"Being more pedestrian friendly would be safer and better on the eye."*
- *"It will end up full of kids hanging around drinking and smoking or vaping it won't be a safe place"*
- *"It's not pedestrian friendly enough"*
- *"Would create a safer more social environment"*
- *"More foot path space would be great in general."*
- *"Pedestrians will still have to be aware of cars."*
- *"It will give more priority to pedestrians"*
- *"I am... concerned about the impact of cycle lanes on pedestrians."*
- *"As an architect, I believe that the master planning does not celebrate orientation. I believe the south facing side of the street should have areas for wider pedestrian landscaping which would in turn allow shops to have outdoor seating. This would encourage people to utilise the space. North facing areas would be under utilised."*

f. Cycling infrastructure

35 respondents discussed cycling infrastructure, highlighting concerns about its potential usage, safety and links to wider infrastructure. Some stated that the contraflow lane could be *"a menace to pedestrians"*, whereas others believe that the lane would *"make cycling safer"*. Most comments were in opposition to

cycling infrastructure and respondents listed challenges this option could present to drivers. However, some comments demonstrated a preference for option 1.

- *"I never ride my bike locally as I don't feel safe. I would use it in place like Stratford upon Avon, Harrogate, York, Southport, Lytham St Annes and... I always say the same, why can't it be like this at home every time I visit another town or country."*
- *"Cyclists given this access will be a menace to pedestrians"*
- *"Not convinced a contraflow cycle lane will be used."*
- *"The lane is a narrow rd. Making one way, with bike lanes maintains it as a narrow rd."*
- *"A single road with no connectivity in the wide town will not lead to safe accessible cycling. Only when cycling infrastructure is comprehensive will it feel safe for normal people. Therefore, i don't think the system achieves a people priority space or a significant reduction to car dependency in Horwich."*
- *"The town doesn't have wider cycling infrastructure to make it worthwhile."*
- *"The council needs to remember we live in the north west of England, the climate is not suitable for a large number of people to use bikes and therefore a waste of public funds"*
- *"Segregated cycle lane would be good and make cycling safer on what is currently a very busy road."*

g. Impact on vulnerable groups and residents

31 comments explored the potential impacts of option 1 on vulnerable groups and residents. There was a split of opinion about access to Winter Hey Lane. Some believe it *"will improve access for those with mobility issues"* and *"all parts of the community will be able to access the business and area easily"*. On the other hand, some respondents stated that there would not be *"a safe place to cross"* amongst other accessibility issues: several respondents stated that being *"dropped at the door"* is a necessity, due to mobility issues or disabilities, requiring *"blue badge parking at key locations"* for example. Concerns from residents included *"people speeding up and down the road"*, previous impacts on wellbeing from road closures and the safety of women and children.

- *"The one way option is the best option to keep access for... disabled and people who can't walk far"*
- *"I feel the plan... will improve access for those with mobility issues and improve pedestrian access to both sides of the road."*
- *"It's all disabled friendly & i can drop my elderly father by the butchers & the post office. He can't walk far."*
- *"Being a parent of two young children I would feel safer walking with them down the street which does trouble me at the moment with relatively thin pavements and lots of cars."*
- *"All parts of the community will be able to access the businesses and area easily. Disabled will still be able to access businesses."*
- *"As a visually impaired person, there would not provide a safe place to cross."*
- *"Yes less traffic but not everyone is able bodied and definitely reducing access for all."*
- *"I have elderly relatives who choose to visit cafes, shops and restaurants and need to be able to be dropped at the door."*
- *"This is limiting access for those with certain disabilities from accessing the business at the top of winter hey lane as they won't be able to be picked up in the road side once dropped off"*
- *"Will there be any funding for shops and premises to improve their access also? If they don't then wheelchair users will not come into Horwich and go to middlebrook instead."*
- *"How will this help me get my wife's wheelchair to the shops and services"*
- *"As a disabled person where is your plant for disabled parking (I am an amputee) ? where would i park to access the places I attend regularly - Banking HUB, Post Office etc"*

- *"Needs to make better provision for short stay (e.g. 10/15 mins) blue badge parking at key locations e.g. banking hub, post office"*
- *"We have customers who park outside with blue badges who would no longer visit"*
- *"I would prefer to not be woken up at night due to people speeding up and down the road"*
- *"As a resident of Abraham Street it would impact on our well being as it did last time winter hey lane was closed didn't work then so why close again"*
- *"I live in Blackrod so the ability to drive and park there makes me choose this over going elsewhere... As a woman I wouldn't like walking through if there were people sat on benches, I'd feel less safe."*

h. Previous work on Winter Hey Lane

28 comments discussed the previous work done on Winter Hey Lane, many of whom referred to it as a "disaster", having "detrimental" impacts to "Horwich, business and the community."

- *"Last time the street was closed off late 1990's there was little impact on both traffic and business"*
- *"The change in the layout has been done before - it was a disaster"*
- *"Closure of this road in anyway with cause disruption to the whole of horwich."*
- *"Pedestrianisation option tried years ago, caused issues for vehicular access, disabled shoppers and deliveries to commercial premises"*
- *"This was first proposed nearly thirty years ago. It astonishes me that you should revert to a plan roundly rejected last time."*
- *"It has been tried before and had a detrimental effect on Horwich, business and the community"*
- *"The irony is that this has been tried before and was a dismal failure."*
- *"Winter hey lane has been altered many times over the years all to no improvement to the area or trafficflow."*

Of the 18 other comments received, some included suggestions on using funding for "finishing the link road to Middle Brook", while some stated they did not have enough information to make a judgement, and other comments suggested creating a "new short term car park".

4b. The opportunities of option 1

Respondents were asked to outline the opportunities that option 1 could bring. Out of 345 responses, which have been split into 423 comments and 5 key areas, over half of the responses stated that there were no positives or showed a degree of opposition to the proposal.

What are the potential opportunities for Horwich with this proposal?		
Rank	Category	No. of respondents
a.	No positives / opposition to proposal	214
b.	Traffic, parking and congestion	58
c.	Safety / accessibility / pedestrianisation	57
d..	Events and community / green space	47
e.	Local businesses	47

a. No positives / opposition to proposal

Over half of the comments (214) stated either option 1 could bring no opportunities for Horwich or demonstrated opposition to the proposal. Many comments referenced increased traffic and a "waste of money" and the potential for "upsetting people".

- "Not convinced there are any"
- "None, it's unnecessary and would be a complete waste of money."
- "A destroyed high street and grid lock"
- "No evidence based opportunities are outlined by the proposals"
- "Chaos and mayhem, no positives at all."
- "There isn't any apart from upsetting people"
- "None it doesn't solve a problem just diverts it to a different part of Horwich."
- "I'm not being critical, but I genuinely can't see the benefit of either. The loss would outweigh the benefits for me personally."
- "I don't think this works for Horwich."

b. Traffic, parking and congestion

58 comments discussed traffic or parking as an opportunity arising from option 1. The majority stated that there would be more "traffic chaos and gridlock". A minority believe that there would be a "continual flow of traffic" or "less traffic". Several discussed opportunities for improvements to the area, including "zebra crossings and double yellows" and "filters to the lights on Lee Lane".

- "Extra zebra crossings and double yellows all the way down"
- "Continual flow of traffic, especially when other road works in progress"
- "More traffic chaos and gridlock on the smaller roads to the east of WHL."
- "Bigger traffic jams"
- "The flow of traffic would be much better if there were more stumps on paths or even the old railings to stop cars and vans pulling up wherever they like. The introduction of cameras on the traffic lights to penalise red light jumpers."
- "Less traffic, and improved use of the high street which is in quite significant decline."
- "The potential for increased traffic congestion in the surrounding small streets, the potential for traffic jams and increased travelling time for commuters, the potential for life threatening delays for emergency vehicles responding to calls, unable to travel through Winter Hey Lane and the congested side roads."
- "They would be better served adding filters to the lights on Lee Lane to create better flowing traffic than this proposal."

c. Safety / accessibility / pedestrianisation

57 respondents mentioned safety, accessibility or pedestrianisation in their responses. There were many comments stating that safety, "pedestrian experience" and accessibility could improve because of option 1, but some argued option 1 "will make it inaccessible". Respondents stated that improvements to pavements may improve accessibility for elderly people, wheelchair users, and pram-users and people with disabilities.

- "Improved public safety"
- "Better pedestrian experience in centre"
- "The potential for more pedestrian accidents along the side roads as that's where the traffic will go. It will be a no-go for children playing outside their own homes."
- "Make it inaccessible for disabled people"

- *“Safer traffic at Lee lane / Winter hey lane traffic lights junction”*
- *“Wider pavements with the narrowed one way system”*
- *“Easier to cross the road”*
- *“The pavements would be sorted creating ease for wheelchair users and prams”*
- *“Benefits for less mobile, people such as elderly or those with disabilities.”*
- *“It still allows vehicles access, so it won't be safe for pedestrians to wander and browse.”*
- *“A more pleasant environment and safety for pedestrians and cyclists”*

d. Events and community / green space

47 people commented on community or green space as a potential opportunity for Horwich. Several referred to community events and social spaces in Horwich, such as *“chairs and tables out in summer”* and some mentioned tourist benefits *“making it a more attractive location”*.

- *“The greening will help with providing shade in our increasingly hot summers & managing water run off so reducing flooding.”*
- *“Be nice for businesses to put chairs and table out in the summer”*
- *“Making it a more attractive location for the community and visitors from outside the area”*
- *“Improving the public realm and improving our town for residents and visitors”*
- *“We certainly need to do anything possible to encourage people to shop and socialise in horwich centre, the 'pull' of Middlebrook will otherwise finish horwich town centre off”*
- *“More people out of cars, walking and cycling thereby increasing their exercise and having a positive impact on their mental health. In time reducing the obesity pandemic and improving childrens and elderly health through fewer vehicle emissions.”*

e. Local businesses

Local businesses were mentioned by 47 respondents, revealing a mix in opinion about the potential impacts on businesses. Some believe there would be *“more people shopping and socialising”* and option 1 *“would encourage local spending”*, whilst others think it will lead to a *“reduction in people visiting business in Horwich”* and *“the closure of the shops in the town centre.”*

- *“The closure of the shops in the town centre.”*
- *“Winter Hey Lane should be a focussed high street environment where the existing independent shops are a magnet to the town's residents, rather than it being a shortcut for traffic heading towards the M61.”*
- *“Encourage local small businesses aswell as community coming together.”*
- *“More people shopping and socialising”*
- *“Possibility of new investment into the area with decent shops, which will attract new customers to the area. More interaction from the people of Horwich, like it was this year.”*
- *“The reduction in people visiting business in Horwich. Middlebrook and Trafford Centre has reduced footfall, these proposals reduce vehicle access and therefore income for businesses.”*
- *“This will provide a multi use space yet still provide access to businesses which are the reason the road exists and continue to provide employment .”*
- *“Encourage local shopping. Hopefully would encourage local spending. I personally might choose to stop here for local shopping as a choice instead of driving further to Middlebrook etc if it was a more pleasant space with easier access to parking.”*

4c. The challenges of option 1

There were 367 responses received about the challenges of option 1. These were coded into 484 comments and 5 themes, which include: impacts on motorists, local businesses and pedestrians, opposition to the proposal or council, alternative suggestions and a lack of challenges from option 1. 27 respondents stated that they “*don’t see any challenges*” with option 1, of which some referred to the “*alternative access routes*”.

What are the potential challenges for Horwich with this proposal?		
Rank	Category	No. of respondents
a.	Traffic, parking and congestion	245
b.	Local businesses	73
c.	Safety / accessibility / pedestrianisation	48
d.	Distrust / opposition of proposal and council	41
e.	Suggestions	33

a. Traffic, parking and congestion

The most prevalent challenges discussed by respondents centred around traffic, parking and congestion (245). Many comments discussed that “*side roads would become rat runs*” and that traffic could increase. Some discussed access issues, for example “*people parking on the road*”, poor access for emergency services, and others mentioned Horwich could be “*at a total stand still*” after a “*crash or incident*”. Several mentioned potential consequences of adopting option 1 within the context of “*new houses being built*” in Horwich.

- “*With so many new houses being built to close a road would be madness*”
- “*The side roads would become rat runs as traffic tries to find its way around*”
- “*One side of the road will be twice as congested*”
- “*Traffic on Lee lane and church street increased - already very bad*”
- “*Less people visiting due to no space on our car parks, lighting is also not very good on the car parks.*”
- “*More mileage onto my car having to go around every single day*”
- “*You are cutting off the main through road between the two sides of Horwich for vehicles*”
- “*I am concerned that pedestrianizing or making it one way will create a rat run on Mottram Street and increase the amount of traffic needing to make the turn at the Crown Roundabout which is already a difficult crossing for pedestrians with very poor driver views around the pub. This is of concern to me as it's the route to Winter Hill... on the bus from Wigan*”
- “*Reduced choice and flexibility of route*”
- “*One crash or incident Horwich is at a total stand still*”
- “*People parking on the road and blocking the one way*”
- “*Reduction in chaos of street parking outside the coop supermarket.*”
- “*Our church (Horwich Evangelical) on Wright Street is already in an area affected by congestion and on street parking. If this were to become a 'rat run' for cars and worse still trucks, then it could be problematic... without our own parking (like many residents), people must use the street to park. Also access to the car park on Wright Street adjacent WHL will be restricted.*”
- “*Emergency services will struggle to get through, business to their premises will on deliveries, no way through to Aldi Iceland, More Traffic queues through Horwich at busy times.*”
- “*Holdups on the side roads, . Especially Brownlow rd.*”

b. Local businesses

There were 73 comments discussing local businesses, of which many stated that businesses could be negatively affected, or potentially close. Comments expressed concern that there could be less footfall and traffic in the area, *“therefore reducing revenue for businesses”*. *“Access for loading”*, having *“no parking availability”* and business buy-in for the proposal were commonly raised.

- *“Less passing traffic for businesses therefore reducing revenue for businesses.”*
- *“No one will want to shop at the local shops due to no parking availability”*
- *“It will kill the businesses on Lee Lane”*
- *“Businesses may not like it”*
- *“Businesses will be affected negatively especially during events if access is restricted.”*
- *“Shop owners may feel reluctant if the benefits are not made obvious”*
- *“Businesses will struggle with access for loading, some do not have rear access.”*

c. Safety / accessibility / pedestrianisation

48 respondents discussed the safety and accessibility aspects of option 1. Many comments referred to the challenges of pedestrianisation and the impact on people with mobility issues or disabilities. Anti-social behaviour and danger from cyclists was raised numerous by stakeholders.

- *“My main concern would be bikes in terms of crossing over, e-bikes or similar can be hazardous to pedestrians so safe rights of way must be built in.”*
- *“The youth will congregate with their bikes & electric making it unsafe for elderly pedestrians & young children. it’s a social hazard to the safety of children & the vulnerable.”*
- *“Limits access in car for people who can’t walk to centre from the direction of Chorley new road. Access to shops , banking hub and post office from that direction.”*
- *“Where’s the consideration for the disabled to get to work, i can’t walk.”*
- *“Local access to. Businesses by individuals with limited mobility/ disabled who cannot park on the Eastbound/ cycle Lane side of Winter Hey Lane.”*
- *“Causes stress on our elderly and disabled who cant walk or cycle around to their daily lives and essential day task”*
- *“Misuse by takeaway delivery drivers/taxis to park on the pavement, thus blocking the pavement”*
- *“The side streets will become a thoroughfare making what were quieter roads unsafe for children.”*
- *“Delivery trucks will need to use nearby side streets that are not designed for these large vehicles (Ive lost count of how many times Ive had to move my car to allow lorries to get around the small street corners, and one took out a chunk of my neighbours wall - this is just from them taking a wrong turn..!)”*
- *“Has the potential to push more traffic to Crown Roundabout, which is already a challenge crossing for pedestrians. It can be quite scary trying to cross in a safe manner.”*
- *“Planting trees is a hazard further down the line due to roots disturbing pavements and trip hazards with wet leaves in autumn shedding.”*

d. Distrust / opposition of proposal and Council

41 comments discussed distrust in the proposal or Council as a challenge, as well as other reasons for opposition. Numerous comments discussed the *“fear of change in residents”* and *“local people”* not wanting change. Facebook discussions that took place during the consultation were mentioned several times by respondents, including concerns about traffic.

- *"Fear of change in residents".*
- *"This is a ridiculous idea."*
- *"The usual moaners who god forbid should have to walk a little further, who don't like change and would rather lose the town than embrace the change"*
- *"Finding enough cyclists to warrant wasting money on cycle routes."*
- *"Potential for people to complain about the cycle lane and how it makes the road smaller... you still have a road in part with this option whereas Proposal 2 makes a distinct change of mindset."*
- *"If you leave it alone, there will be no challenges"*
- *"All the Facebook warriors not agreeing and hating change piping up about traffic in the local area getting worse."*
- *"Challenges? Clearly from all of the comments on the post on Facebook about this matter, people just don't want it. It will ruin what is currently a thriving little town centre"*
- *"Car orientated small minded people who can't see the bigger picture."*
- *"The challenges are getting the council members and people who propose these ideas to actually ask local residents what they would like not just think up utopian coffee shops with parasols outside that won't be used half of the time because of the weather."*
- *"This proposal would be detrimental to Horwich and should be scapped."*
- *"Can't see any local people wanting this."*

e. Suggestions

There were 33 comments that suggested alternative interventions, such as traffic calming measures, or referred to other case studies, *"car parking and cycle parking"*, crossings and *"filters on the lights"*. Speed cameras, bumps, and supporting businesses with making *"their shops more appealing"* to *"keep up the appearance"* were also frequently mentioned.

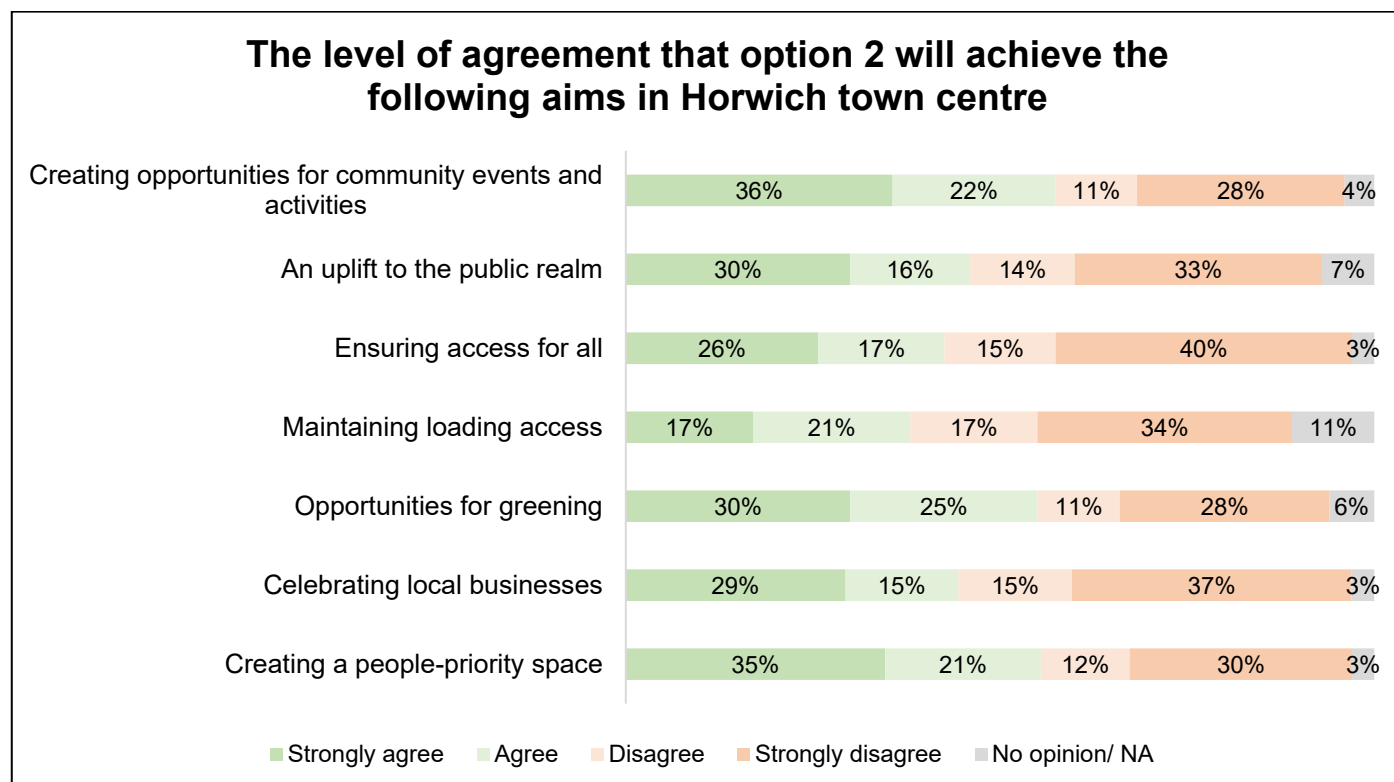
- *"Speed camera or speed bumps would be more beneficial"*
- *"Horwich needs a second motorway junction on the A673 north of Rivington Services, this would relieve the pressure currently faced on Lee Lane and Winter Hey Lane by traffic headed towards the M61...a full assessment of the wider effects on traffic across Horwich should be undertaken to ensure appropriate mitigation is in place for critical junctions such as the Crown roundabout."*
- *"Put right turn filters on the lights at aldi and at lee lane Put a crossing at the post office Put a crossing at la familia Put a green man crossing at lee lane"*
- *"Look at the success of Altringham with its fully pedestrianised town centre and market area."*
- *"Horwich needs car parking and cycle parking, this proposal makes it even harder to access most of the car parks."*
- *"The priority should be to stop cars from being able to park on winter hey lane to help with traffic flow and cyclist safety."*
- *"Make shop owners/renters keep up the appearance of the shop fronts, get rid of all the vape shops"*
- *"Lee lane road is knackered and has been for years driving towards the crown. That needs to be fixed first before doing anything like this"*
- *"Help the businesses out make their shops more appealing new signs. Cladding so all the shops look the same. Give it more of a village feel rather than a town feel."*
- *"Filter light needed on Lee lane - controlling the amount of traffic going to alternative routes"*
- *"I'd suggest that traffic calming features such as speed bumps are needed on the parallel streets. Mottram St especially already suffers from rat running with vehicles travelling at high speeds (its supposed to be 20mph but most ignore this)."*
- *"Missed opportunity to pedestrianise the area adjacent to the station park"*
- *"I would personally propose a similar one way system to Curteis Street to overcome the traffic"*

Of the 17 other comments received, there were a range of concerns raised, including: changes to council tax from reduced "*business rates and rent*", the proposal making life "*difficult*", concerns that "*planters look straggely and attract cigarette stubs or litter. Increased maintenance costs.*" and concerns that "*it could deter people from using winter hey lane if they live at the 'wrong end'*".

5. Option 2

5a. Aims for Horwich Town Centre

Residents were asked to what extent that they agreed option 2 would achieve a range of aims intended for Horwich Town Centre. The response for each of the aims listed was mixed overall. The aims seeing the most disagreement include "*ensuring access for all*" (55%), "*celebrating local businesses*" (52%) and "*maintaining loading access*" (51%). Over half of respondents agreed that option 2 would achieve "*creating opportunities for community events and activities*" (58%), "*opportunities for greening*" (55%) and "*creating a people-priority space*" (56%).



Base average: 418

Respondents were asked to elaborate on their responses, which resulted in 381 responses. These were coded into 522 comments and 9 themes. Where respondents inputted "*already stated*" their reasoning, the comments were disregarded (32).

Please explain your reasoning here.		
Rank	Category	No. of respondents
a.	Traffic, parking and congestion	114
b.	Events and community / green space	103
c.	Distrust / opposition to council or proposal	77
d.	Local businesses	61
e.	Pedestrianisation / impact on pedestrians	54
f.	Support for proposal	36
g.	Impacts on vulnerable groups and residents	29
h.	Other suggestions	28
i.	Previous work on Winter Hey Lane	20

a. Traffic, parking and congestion

114 comments discussed traffic, parking and congestion as reasons. Most comments discussed an increase in traffic, of which may *“bring the area to a standstill”*, or the impact on side roads *“like wright street”*. A minority believe *“this would...ease congestion on Lee Lane”*, while some discussed parking: *“there’s nowhere to park outside of Winter Hey Lane”*. Some respondents raised that the aim of *“access for all”* would not be achieved for motorists.

- *“A step too far, it’s not necessary for no vehicles”*
- *“Would limit access to post office or businesses etc if travelling by car from Lee lane end- I would not drive all the way around Horwich to access from the other side- I would just go to Middlebrook instead.”*
- *“Without alternative routing this would just bring the area to a standstill.”*
- *“The centre of Horwich is not suited to the amount of cars that are on the roads”*
- *“This is my preferred option in order to improve the town centre and alleviate traffic build up on Lee Lane when traffic are turning right into Winter Hey Lane at the traffic lights”*
- *“This is not needed and will cause more traffic on other congested roads”*
- *“It won’t be access for all because you are taking away access for cars!”*
- *“This is OK, you could go further with a bit of thought about access to the carparks/businesses on the side streets.”*
- *“This would...ease congestion on Lee lane its win win”*
- *“People just won’t come to Horwich anymore. There’s nowhere to park outside of Winter Hey Lane.”*
- *“Think blocking the road to cars altogether will cause problems for traffic and the side roads like wright street will be used more”*

b. Events and community / green space

114 comments discussed events and community or green space in relation to option 2, revealing a mix in views. Some respondents think that *“there is no need for a people priority space”*, whilst others think it is *“much needed”* and the *“proposal could provide the vibrant hub that the town needs”*. Several relayed concerns about the frequency of community events and the venue, considering the *“massive park next to it”*. Many comments discussed the benefits of community space can bring, such as *“greening”*, making

“Horwich a destination town” and giving “people the chance to wander...without worrying” about passing vehicles.

- *“It’s a much friendlier environment”*
- *“The greening, side road treatments & benches will make it a much nicer place to be.”*
- *“Much needed space for community”*
- *“Could be used to attract more bars and restaurants with outdoor tables in the summer time.”*
- *“There is no need for a people priority space.”*
- *“This year’s event on Winter Hey Lane proved that it is workable and gives people the chance to wander around the shops without worrying about being knocked down.”*
- *“It would be nice to walk there without the pollution and rage from cars”*
- *“Again we have a massive park next to it that is never used for events”*
- *“A more permanent fixture removing all the usual road closure etc. would really benefit Horwich, making it a destination with the ability to use this space for a wide range of events and community use”*
- *“Horwich currently has no real heart, this proposal could provide the vibrant hub that the town needs and deserves”*
- *“This would make Horwich a destination town.”*
- *“There will not be lots of community events held they are one in blue moon so prioritising this is pointless when many are poorly attended in any event.”*
- *“This option worked well during the music festival. The chip shop made use of the outdoor for dining.”*
- *“Will allow outdoor dining drinking and socialising in a clean environment”*
- *“Make Horwich a nicer place to visit and shop and everyone benefits- house prices rise, the local economy benefits, we’ll see different types of retailers (less vape and pizza places).”*

c. Distrust / opposition to Council or proposal

There were 77 comments that demonstrated distrust or opposition in the proposal or the Council. There was a sentiment of frustration with the proposal from respondents, calling it *“ludicrous”*, *“not practical”* or *“extreme”*. Several stated they thought that Winter Hey Lane already *“works well”* and the proposal *“will cause more hassle than benefits”*. Several referred to a general distrust in the Council and its ability to maintain infrastructure.

- *“This is a ludicrous idea”*
- *“No need to do this. It will create traffic nightmares.”*
- *“Not needed. Horwich works well, as it is already.”*
- *“Far too extreme”*
- *“I don’t feel the changes are needed and I’m sorry but the questions are very loaded”*
- *“Not practical. How would you access chorley old road, without being inconvenienced.”*
- *“Stop building on our green spaces then you wouldn’t need to close/lose roads”*
- *“More maintenance needed by BMBC, when we already see issues in maintaining what we already have.”*
- *“Will cause more hassle than benefits”*
- *“Impermeable paving such as that shown in the photo has been used in towns such as Preston and I have witnessed the effects of heavy rain on this paving it does not drain sufficiently.”*

d. Local businesses

61 comments referred to local businesses, revealing a mix in views: some believe option 2 *“will harm the town centre”*, *“exclude”* businesses or *“will be the end of many local independent businesses”*, whereas

some respondents think option 2 may “bring more customers” and “local businesses would thrive”. Access challenges for businesses were often raised, including “loading times”, “road access” and the ability for businesses “to have deliveries”.

- “Whilst good for pedestrians, i think it will harm the town centre”
- “It will force many businesses to close.”
- “Think this option would exlcude established business along the entirety of Winter Hey Lane who should all benefit”
- “It looks like there is a chance of events, markets etc. then it has to bring more customers for the small businesses.”
- “It appears that insufficient consideration has been given to business access. Several businesses require entry to their own car parks throughout the day for both staff and clients via Winter Hey Lane.”
- “Limiting road access for local businesses will not encourage people to visit the areas and those businesses. Horwich is in close proximity to Middlebrook where people can easily park and visit businesses, it is creating an additional challenge for local businesses to compete.”
- “Restricted loading times may make it difficult for businesses and currently many of the businesses we have are not worth celebrating.”
- “Do not make one way businesses won't be able to have deliveries people shopping buying heavy items won't be able”
- “This was done in Atherton and led to the demise of many businesses and loss of lots of jobs even though evening access was allowed it decimated the old town centre. customers want and need easy access not blocked off roads”
- “Bonkers idea, will be the end of many local independent businesses.”
- “Would make Horwich a better place and busier and local business would thrive.”

e. Pedestrianisation / impact on pedestrians

54 comments discussed pedestrianisation and the impacts on pedestrians, including safety. Anti-social behaviour concerns were raised by several people worried that it may “make the area unsafe”. On the contrary, some believe it would “create a safe zone”, “a more enjoyable experience” and could “represent a progressive approach for Horwich”. Several commented on the importance of “returning this space to people” and making “the road a place to visit, not drive through”.

- “I suggest you to sit in Farnworth's new pedestrian area for a day, and tell me you want this in Horwich, it is a hive for anti social behaviour, all the nice planted areas were ripped up in days, we are already having issues with hooded hooligans on bikes around Horwich”
- “This would create a safe zone for the community.”
- “Pedestrianisation with cycle space is a good first step to returning this space to people”
- “The removal of cars would create a safer and more enjoyable experience. It would make the road a place to visit, not drive through. I think this could help Horwich get closer to the likes of Altrincham and other attractive towns.”
- “Pedestrianisation allows for a more relaxed shopping experience. It encourages people to stay longer within the area”
- “Pedestrianising the road makes access via vehicles harder and more congested. Access to the local businesses is already possible for pedestrians”
- “Again I just think that there will be an antisocial element to this and make the area unsafe”
- “Cars should not be in the centre of commerce. Numerous examples of pedestrianisation show that local businesses benefit.”
- “I think other towns with purely pedestrian areas look rough very quickly.”

- *“Who wants to sit outside of vape shops, sunbed shops, dentists or lazer lash places? This proposal will encourage kids/youths to loiter outside shops late into the night as well as the local homeless.”*
- *“The traffic lights at the top of Winter Hey lane are dangerous for pedestrians, i have seen a few near fatal accidents with traffic coming from Lee Lane into WHL and nearly knocking someone over, if these are removed this will take this risk away.”*
- *“Pedestrianisation would represent a progressive approach for Horwich”*
- *“Total pedestrianisation will not solve the lack of footfall by making it harder to access shops...Many benefits to be had for full pedestrianisation and Horwich would really become a shining light in the north west.”*

f. Support for proposal

36 comments demonstrated support for option 2, many of which were enthusiastic, citing the proposal is “*much nicer*”, “*fantastic*”, “*transformative*” and “*excellent*”. Several respondents compared the proposal to other examples of pedestrianisation, e.g. Hebden Bridge, Altrincham and Stockport, Preston and Chorley. Some referenced the potential for Horwich to become a “*tourist hotspot*”.

- *“To have this pedestrianised space would be fantastic”*
- *“I love this proposal... I live in Horwich and a pedestrianised area of the town centre is EXACTLY what Horwich needs.”*
- *“I think proposal one looks a little rubbish, half baked whereas this proposal 2 looks like a proper job and is what we need.”*
- *“This option is great and I’ve seen it successfully work across many northern towns. Preston, Chorley to name a few.”*
- *“100% the right idea, future proofing the road. I have lived in both Altrincham and Stockport which have been completely transformed through investment in high street areas. Horwich could have SO much more potential if initiatives like this came to pass”*
- *“A fantastic proposal.”*
- *“I’ve seen this in other local towns and have witnessed how transformative this is”*
- *“This should happen, being on the doorstep of rivington this town should be a tourist hotspot that greater Manchester flock to on weekends”*
- *“Compare Horwich to a village such as Hebden Bridge where there are pedestrian areas and attracts people from other parts of the UK.”*
- *“Excellent proposal uplifting the shopping and pedestrian experience”*
- *“This would make such a difference and improvement to the area, including the traffic flow.”*

g. Impacts on vulnerable groups and residents

29 comments discussed the consequences of option 2 on residents and vulnerable groups, particularly people who are less mobile, elderly or disabled. Some believe the suggestions would make Winter Hey Lane “*better for wheelchair users*” and “*safer for young families*”, but residential parking, drop-off points for less able residents were highlighted as potential concerns.

- *“As a disabled person who needs to be able to get very close in a vehicle I would be unable to visit the town centre. It would drive me away to more disabled friendly areas like middlebrook.”*
- *“Less traffic would make it safer for children and vulnerable people.”*
- *“(1) It will create a more permanent safe space for people young, old and disabled. 2) A new pedestrian crossing in the middle of Winter Hey Lane will be better for people, particularly those with visual impairments.”*
- *“I love the fact that it would be a safe space for the older generation.”*

- *"I like this idea however I worry for the residents of the side streets losing parking outside their own homes"*
- *"Much safer for young families"*
- *"I have a disabled daughter and would need to change her hairdresser as she struggle to walk the distance to the salon."*
- *"I don't see how this proposal would make winter hey more accessible for wheelchairs."*
- *"No opportunities for blue badge parking at key destinations e.g. banking hub and post office; the improved crossing on all side streets is very welcome though"*
- *"As a local resident it wouldn't attract me to the space"*
- *"Better for wheelchair users."*

h. Other suggestions

There were 28 other suggestions mentioned by respondents, covering the following: the condition of Winter Hey Lane, alternative spaces for community events, the road design and its accessibility, the design of greenery, parking and the timings for road closures for events. The addition of a *"multi storey car park placed on St. John's street"* was mentioned by a couple of residents.

- *"Just sort out the red light jumpers and irresponsible drivers."*
- *"The existing infrastructure and buildings. are not adequately maintained and need dressing first."*
- *"Improve the actual type of businesses that are trading (too many beauty and takeaways etc) and once footfall improves, then consider more options for pedestrians!"*
- *"Money may be more usefully spent on maintaining current pavements and carriageways."*
- *"The placement of the zebra crossing needs changing and the pavements more accessible for wheelchair users."*
- *"Please could you get the broken glass swept up and vomit so that it doesn't look so much of a dump"*
- *"Maybe make the road pedestrian just at weekends, or off peak hours. But to close it before 09.30am and after 3pm is just barmy."*
- *"There needs to be a modular steel frame multi storey car park placed on St. John's street, that will allow more people to park close to the shops"*
- *"A better option would be to change the flow of traffic to the side roads on Lee Lane at the junction of WHL. Either filter lanes or 4 way lights or stopping entry to one or two of the roads from one direction (namely from Lee Lane)"*
- *"As mentioned in Manual for Streets (2) a phased approach to street transformation could take place."*
- *"Large swathes of planting could be considered with local shops encouraged to spill out into the space with outdoor seating. Trees could be planted not just in segments of storm drain borders but in the middle of the road. Street sculpture, seating and raised borders could be incorporated into the landscaping."*
- *"A multi storey on St John Street, added to the compulsory purchase of the Bridge Bowling Green and tarmacing it along with the adjacent Bolton Council land would create a net increase in parking and allow for more visitors to the town centre. It would also allow for a long and short stay mix with a new additional car park."*
- *"It should however have barriers either end in the current climate so that vehicles cannot access...it will prevent the nuisance e-bikes and scooters riding at speed through the pedestrians"*

i. Previous work on Winter Hey Lane

20 respondents referenced the previous work on Winter Hey Lane, many of whom referred to it as a *"disaster"*. Respondents raised the impact on parking, accessibility and traffic during previous work.

- *“The change in the layout has been done before - it was a disaster and forces traffic on to already overcrowded roads such as Julia street and ramsbottom road.”*
- *“The residents of Horwich go not want it - it has been tried before and was a disaster”*
- *“It was a terrible idea last time as businesses suffered. It was easier to get to and park at middlebrook.”*
- *“Think it’s a terrible idea, didn’t work before and won’t do now especially as there are a lot more cars around due to all the extra housing.”*
- *“This was trialled about 25 years ago and it created chaos on the side streets, especially Wright Street. It was a disaster and the road was reinstated. Pedestrians in the surrounding streets were put at mire danger with larger cars and vans etc having to pass each other by mounting pavements etc.”*

5b. The opportunities of option 2

There were 368 responses received about the opportunities of option 2. The responses were coded into 435 comments and 4 themes, covering events, local businesses, and the impacts on pedestrians and motorists. Almost a third of the comments stated there were no opportunities. The most common type of response demonstrated that option 2 would not present any opportunities for Horwich (139 comments). There was a visible sentiment of frustration or apprehension from many respondents, referring to the proposal as *“ridiculous”* or *“a complete waste of money.”*

What are the potential opportunities for Horwich with this proposal?		
Rank	Category	No. of respondents
a.	Events and community / green space	133
b.	Local businesses	74
c.	Safety / accessibility / pedestrianisation	49
d.	Traffic, parking and congestion	40

a. Events, and community / green space

133 comments discussed events and changes to the public realm, including community and green space. Opportunities include *“more greenery”*, *“more community events”* and *“a lively heart to the community”*. Several raised concerns about community space, weather restrictions and the potential for *“a very squished market”*, whilst several queried whether Station Park had been considered *“for community events”*. Different types of events were raised *“like big screens for WC and euros games”*, *“a weekend market”* *“artisan markets, night markets”* and *“more local festivals... Christmas activities – big Christmas tree!”*. Several referred to other towns, such as Ramsbottom, Clitheroe, Chorley, Hebden Bridge and Altrincham as case studies.

- *“More outdoor dining, more outdoor play for children.”*
- *“More chance for public displays”*
- *“Potential for events like big screens for England WC and euros games, markets, festival of Horwich etc.”*
- *“More greenery”*
- *“More community events”*
- *“A sense of buzz and community”*

- *"Small events like a weekend market or monthly community event"*
- *"A lively heart to the community and an opportunity to genuinely develop the economy - both day-time shopping and night-time economy"*
- *"Outdoor food and drink. Events, artisan markets, night markets like Ramsbottom."*
- *"A very squished market!"*
- *"We have a perfectly good space in Station Park for community events."*
- *"Endless, outside seating, more local festivals, a 'real' town centre, Christmas activities - big christmas tree!, a meeting place, better curb appeal"*
- *"It rains 90% time concrete outdoor space isn't needed."*

b. Local businesses

There were 74 comments discussing local businesses. Overall, most comments discuss the positive impacts to businesses, with a minority discussing the risk that a potential *"loss of business will lead to shops closing and yet another ghost town"*. Many comments raised the *"potential for future investment"*, opportunities such as *"money to the local economy"*, an *"uplift in appearance"*, *"more shops...which in turn will create more jobs"*, *"more visitors into the area"* and a change in the businesses available.

- *"Potential for future investment"*
- *"It may provide more footfall given the space is more accessible and attractive to customers, residents and visitors in Horwich."*
- *"Opportunities for the cafes to have outdoor seating safely"*
- *"It will ruin the shops"*
- *"Increased footfall increased business."*
- *"I think this will offer a bigger benefit for Horwich than the first proposal with an area that truly promotes events and local businesses whenever."*
- *"Money to the local economy"*
- *"Uplift in appearance for the high street. Will make the high street more amenable and desirable."*
- *"We would hopefully end up with more shops etc in the town. Which in turn will create more jobs."*
- *"Artisan shops and cafes. The council would need to support existing businesses and encourage new independent businesses like in Clitheroe which is a lovely place to visit with its shops, market and local eateries."*
- *"Dreadful, loss of business will lead to shops closing and yet another ghost town"*
- *"Build on our links to Rivington, bring more visitors into the area."*
- *"Would present the opportunity for these buildings to perhaps be bought up, removed to make more space and then provide us with the opportunity to build a real town centre with a town square vibe."*
- *"Smaller commercial units will become viable for food and drink leisure businesses."*
- *"We could have market stalls that sell food, gifts, pop-up shops for local businesses, instead of attracting more vape shops!"*

c. Safety / accessibility / pedestrianisation

49 comments discussed safety, accessibility and pedestrianisation. A high proportion focused on the benefits of pedestrian space, including *"safer access"*, *"better air quality"* and the potential to *"create a central space"* or *"genuine town centre"* *"with better links to the Park area"*. Nevertheless, others raised concerns around *"vandalism, and lonely night time walking"*, *"mischief"* and that the layout could *"make it inaccessible for disabled people"*.

- *"Perfectly safe for people with little to no conflict between pedestrians and traffic"*
- *"A more coherent town centre with better links to the Park area."*

- *“make it inaccessible for disabled people”*
- *“Safer for young children re traffic.”*
- *“It would make the town more walkable and create a central space, which the town arguably lacks. Horwich is in an ideal location in the periphery of Manchester, but it lacks an attractive and walkable centre. The success of areas like Didsbury and Altrincham is what Horwich should look to emulate.”*
- *“Vandalism, and lonely night time walking route would be a significant downside.”*
- *“Safety the current junction and pathways are dangerous for the elderly and prams”*
- *“Better air quality”*
- *“I think pedestrianising could help bring a different type of culture along this street.”*
- *“Safer access as mentioned in Manual for Streets - pedestrians first, then cycles etc. With Private motor vehicles last.”*
- *“It would be a haven for mischief and potentially become a no go area in the dark evening.”*
- *“It would have a genuine town centre that could be easily accessed for pedestrians.”*

d. Traffic, parking and congestion

There were 40 comments discussing traffic, parking and congestion. Most discussed that traffic could be an opportunity: *“traffic would be horrendous”*. There was a common sentiment of concern surrounding the impact on motorists, including *“frustration and avoidance”*, although a minority of comments said that option 2 *“will smooth traffic flow”* and *“reduce pollution and dangerous parking”*. Some comments discussed alternative opportunities within the proposal.

- *“It will smooth traffic flow on neighbouring Chorley Old & New roads by reducing turning movements.”*
- *“Parking is not sufficient, side roads blocked, traffic would be horrendous”*
- *“More frustration and avoidance for those who drive to or through Horwich.”*
- *“We haven’t got the road space to loose, traffic is already horrendous”*
- *“Easier to have events without affecting traffic flow.”*
- *“Horwich would prefer better maintained pavements and pothole free carriageways”*
- *“Reduce pollution and dangerous parking when everyone ignores the limitations during the day.”*
- *“1) Phased lights at Longworth Rd. 2) Filter traffic lights for turning right at Chorley New Rd / WHL / Mason St junction.”*

5c. The challenges of option 2

There were 368 responses received, which were coded into 458 comments and 4 themes. The most prevalent challenges mentioned included traffic and motorist challenges, impacts to local businesses and challenges with pedestrianisation, including safety and accessibility. A minority of respondents (24) stated that option 2 presented no challenges.

What are the potential challenges for Horwich with this proposal?		
Rank	Category	No. of respondents
a.	Traffic, parking and congestion	224
b.	Local businesses	80
c.	Safety / accessibility / pedestrianisation	80
d.	Opposition to proposal	50

a. Traffic, parking and congestion

224 comments discussed a plethora of challenges for motorists, including impacts on several surrounding streets and increased congestion. Most respondents raised traffic as a challenge for option 2, and many referred to previous work on Winter Hey Lane. Several roads that could be impacted were mentioned including Lee Lane, Chorley New Road, Beaumont Road, Victoria Road, Ramsbottom Road, Crown Lane, and Chorley Old Road. Other issues with road infrastructure were raised, such as available parking, “high speeds” of motorists, “emergency services” access through Horwich and the condition of roads.

- *“Increased traffic issues and congestion on Lee Lane, Chorley New Rd and the immediate surrounding residential side streets.”*
- *“It doesn't go far enough. High levels of motor traffic & high speeds encouraged by the great width of the carriageway & for Chorley New Rd its straightness”*
- *“Traffic on residential roads. More congestion. No parking.”*
- *“To prevent vehicular access from the top end and to ensure deliveries to the shops can be done without obstruction.”*
- *“The last time alterations were made to Winter Hey Lane...As a resident living very close it caused too much congestion and a rat run was created on Beaumont Road. “*
- *“The roads in the surrounding area are horrendous and have been dug up and resurfaced (badly) so many times there now more holes than smooth tarmac”*
- *“Management of traffic flow around and through the town given the potential increase in flow generate by the new residential developments on Loco works etc.”*
- *“You can still get around Horwich with this part of the road closed off.”*
- *“It could be challenging for Victoria Road and Ramsbottom Road, as there could be potential for more traffic cutting through.”*
- *“Side streets, Ramsbottom Rd, Lee Lane, Crown Lane will all become congested.”*
- *“The road shouldn't be closed entirely. Maybe just the top section before Greeley's butchers to the lights that small section would be great because it cuts out the light issue. But would then cause issue up onto wright street traffic back up and escape routes around the smaller towns roads”*
- *“How do people get in and out of the car parks onto Chorley Old Road end.”*
- *“This doesn't address parking issues which is imperative in order to make it a success. I would like to see parking addressed at the same time as this work/changes.”*
- *“Traffic cutting along Ramsbottom Rd and through the streets around Horwich town centre.”*
- *“It will also impact the speed with which the fire and other emergency services can get through”*
- *“Congestion especially in the area from the crown to the lane as traffic would use these as a cut though”*
- *“During school run time or between 4/5:30 it can take 15 minutes to move between Sainsburys/Horwich Parish either way- which is ridiculous and will only be worse if WH Lane is altered.”*
- *“The issues are always around parking but we have great public transport”*
- *“Being inconvenienced accessing Captain Street and St John Street car parks from the north/Lee Lane end.”*

b. Local businesses

80 comments discussed local businesses, where the majority stated that “businesses will worry about loss of footfall” and “businesses would close”. Many discussed footfall, where some respondents argued that most “footfall is from pedestrians rather than vehicle access, so this move should ultimately benefit those businesses”. Several discussed challenges with access, for example “no access from one side of Horwich to the village centre” and “24 hour loading for some businesses not possible”. Perceptions of Horwich's

business landscape was also discussed as *“shuttered shops are not a welcoming sight... they make it look like a very deprived rundown town”*.

- *“Businesses on neighbouring Chorley Old & New roads may suffer when Lee Lane is so much more attractive a place to spend time.”*
- *“People shopping elsewhere as too inconvenient or means already on the way to Middlebrook instead due to no access from one side of Horwich to the village centre.”*
- *“Businesses would close”*
- *“The last time alterations were made to Winter Hey Lane the businesses suffered so much.”*
- *“Damage to businesses other than hospitality.”*
- *“Slow death of the town. Already loosing shops to barbers... and Aesthetics/ tanning establishments”*
- *“24 hour loading for some businesses not possible. “*
- *“Businesses will worry about loss of footfall but truthfully 99% of footfall is from pedestrians rather than vehicle access, so this move should ultimately benefit those businesses.”*
- *“The shuttered shops are not a welcoming sight when you visit Horwich in the evening. They make it look like a very deprived rundown town.”*

c. Safety / accessibility / pedestrianisation

80 comments discussed concerns concentrating on safety, accessibility and pedestrianisation. *“Anti-social behaviour in evenings”*, *“vandalism”* and the area *“feeling less safe to walk down”* was often raised alongside suggestions of CCTV as an intervention. Access throughout Horwich was often raised, including *“reduced access and flexibility”* and *“no diversion route for accidents on church st”*, whilst people with disabilities or access needs were mentioned as potentially being impacted by *“stress”*, parking, and the design of the road: *“no delineation between road / pedestrian area / cycling”*.

- *“Bikes in terms of crossing over, e-bikes or similar can be hazardous to pedestrians so safe rights of way must be built in.”*
- *“Possible area to attract anti-social behaviour in evenings?”*
- *“Causes stress on our elderly and disabled who cant walk or cycle around to their daily lives and essential day task.”*
- *“Increase already dangerous parking outside Co-op and Hong Hu”*
- *“Ensure there is adequate CCTV”*
- *“The existing cycling infrastructure in Horwich is almost entirely absent, the changes to the centre need tl extend to where people live.”*
- *“No diversion route for accidents on church st “*
- *“Reduced access and flexibility”*
- *“If the pavements, dropped kerbs, double yellow lines and more crossings were created and improved, then pedestrian safety will improve, and no need to pedestrianise it.”*
- *“Any traffic management could cause a knock on effect for people using our building with safe parking. Local residents have raised concerns with us as a church body around traffic down Wright Street should this go ahead.”*
- *“Street feeling less safe to walk down if isolated and groups sitting on benches.”*
- *“No plan for the disabled. No plan for the elderly who have movement restrictions and rely on cars/taxis to drop them off to shop and visit post office, dentist etc”*
- *“What about those people who are partially sighted - no delineation between road / pedestrian area / cycling - no kerbs- planters to trip over etc”*
- *“Greening needs to include trees not plants which are open to vandalism. Retractable shade for sun and rain must be incorporated.”*

d. Opposition to proposal

Criticism or opposition to option 2 was raised in 50 comments as a challenge. There was a sentiment of dubiety concerning option 2: *"it would kill the town"*. Some comments referred to *"a previous attempt in the 90s"* where it *"had to revert back"* and that there *"is a resistance to change"*: *"a culture war may be flared up by...cycling"*, *"it could cause problems with residents"* as well as problems with *"infrastructure"*. Opposition from stakeholders on Facebook being a challenge for Horwich was mentioned by several respondents. Several raised worries about *"getting the council to spend money on issues that improve Horwich"*.

- *"Public opinion has been poisoned due to a previous attempt in the 90s"*
- *"A culture war may be flared up by any mention of cycling"*
- *"You tried closing this road years ago and had to revert it back. Horwich does not have the infrastructure to support the traffic we already have."*
- *"The moaning so and sos who don't like change"*
- *"Don't see the point in this. Why block of a through road that is used daily by locals."*
- *"People don't like change and it could cause problems with residents who live in the streets adjoining Winter Hey Lane"*
- *"As a walking person I think it's great I did last time it was pedestrian but the lazy folk that don't like walking will moan and quarrel about it. They're already doing it on Facebook"*
- *"The council and consultants who have come up with these ridiculous ideas are the biggest challenge Horwich business owners face."*
- *"The large step near Mr Chips prevents the layout"*
- *"It would kill the town"*
- *"There isn't enough space for have railings with baskets of flowers on top like Lee Lane would be more realistic."*
- *"Getting the council to spend money on issues that improve Horwich not cause disruption"*
- *"A resistance to change and car owners worry about access to parking spaces"*
- *"Persuading some people that stopping people driving past will be detrimental to business, even though pedestrianisation pretty much always improves footfall."*

6. Impact of the proposals on businesses

Local businesses and organisations were asked how the proposals outlined could impact them. 10 responses received from local businesses revealed a mix in views. Some businesses believe *"Horwich will be improved"* and the proposals could *"make the area much nicer to stay and socialise in"*. Concerns centred around *"restriction of deliveries"* *"parking and traffic"* and *"the lights at the top of Winter Hey Lane"* were raised. A separate response from a business can be found in Appendix D, who said they *"strongly object"* to suggested changes to Winter Hey Lane.

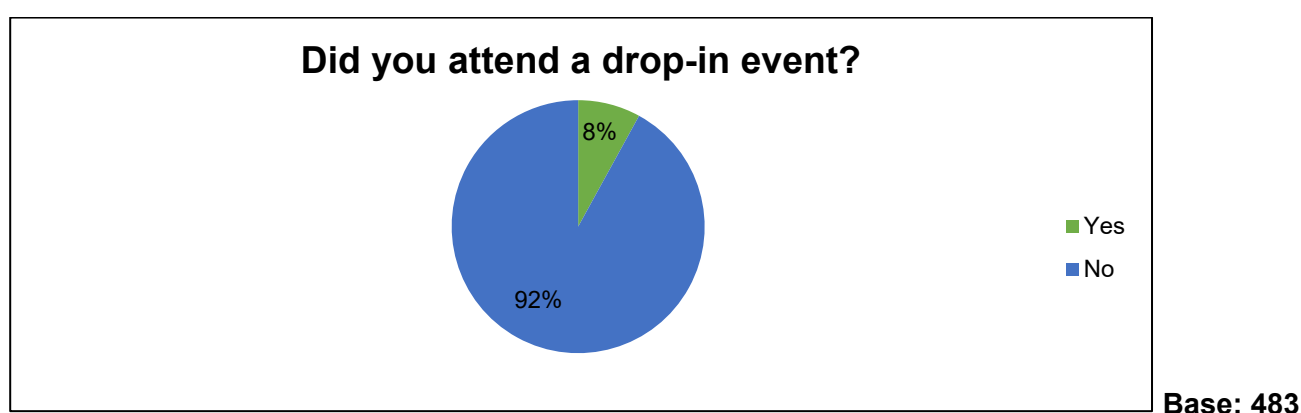
- *"Improve the community"*
- *"I visit several other businesses around Horwich daily, both these options don't work for me It's fine as it is"*
- *"Restriction of deliveries which are 4 days a week. Our business benefits from people driving through and seeing the restaurant which makes them want to visit at some point."*
- *"Concerns over parking and traffic around the Wright Street area. Increased traffic through this area could be problematic and unsafe. Our church has no car park, so on street parking is extensively used, especially on a Sunday Morning. The Wright Street public car park is an option, though the more elderly attendees need to park as close as possible for example."*
- *"No direct impact on our business, but would make the area much nicer to stay and socialise in of an evening after work. Would also undoubtedly result in greater food options during the daytime."*

- *“Horwich will be improved”*
- *“Our family business is based on Harrison street where we have occupied for over 20 years providing service to the local community and this could cause significant impact to us as the access will be restricted to just wright street , we have commercial vehicles regularly coming to our site and would find it difficult to gain access if having to gain access via Mottram street / Wright street , we also have our 15 tonne and 7.5 tonne trucks which we would struggle getting through.”*
- *“Traffic would need to be looked at and the lights at the top of Winter Hey Lane amended.”*
- *“Depends - lack of access”*

7. Consultation Events

7a. Number of attendees at drop-in events

When asked if respondents attended a drop-in event, 92% of the 483 responses received did not attend an event.



7b. Reflections on the drop-in events

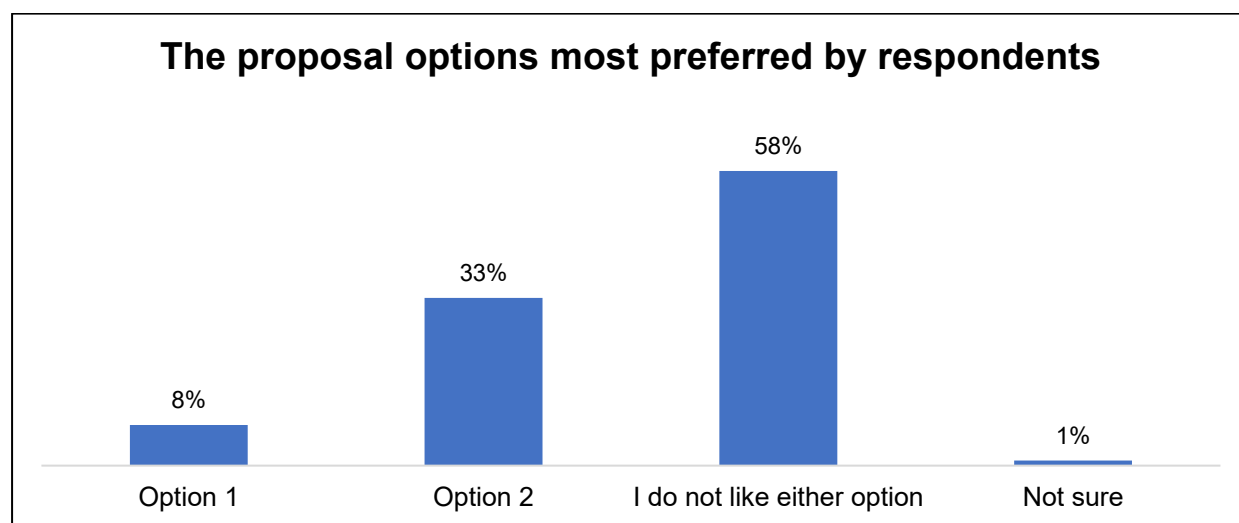
Of those that attended a drop-in event, 24 provided reflections, revealing a mix in response. Some reflections included distrust in the decision making or consultation process, opposition or a lack of “confidence” in the proposal. One respondent raised interest in the Steering Group. Some respondents stated it was “easy to understand rather than watch online”, and they were “able to see that option 2 looks a much better option”. Several commented that “there was still a lot of questions to be answered”.

- *“Decisions are and will be made regardless of what local people think.”*
- *“Same as last time it was trialled just fluffed up yo make it sound better”*
- *“That people have mixed views about it and I was encouraged that a lot like the pedestrianisation option.”*
- *“No Steering Group meetings have taken place for many years. Will they be initiated again please? Or is there a working group for the masterplan? I'd potentially offer my time to this.”*
- *“The plan is not needed”*
- *“Talking with representatives didn't give me confidence that they had solutions to the issues of traffic management/parking nor about the overall appearance of the area.”*
- *“Easy to understand rather than watch online. Chance to speak to someone”*
- *“Information regarding the link road, i was informed that these proposals were dependant on the link road going ahead, this was scaremongering and untrue”*
- *“Able to see that option 2 looks a much better option.”*

- “There was still a lot of questions to be answered, parking, where will the traffic currently using Winer Hey Lane go? Nobody could answer these.”
- “Option 2 is better than option 1, but I don't feel either adequately provides for what Horwich needs. The town needs a lift, and new shop fronts, paving, street furniture will do that. The town centre should promote our great businesses, I look at Harrogate as an example of how the street scene could be improved to attract footfall. No changes should take place without serious consultation with businesses!”

8. Overall Views

Respondents were asked which option they preferred overall. 482 responses were collected, of which a third prefer option 2 (33%), whilst over half of respondents do not like either option (58%).



Base 482

9. Alternative Suggestions

Stakeholders who disagreed with both options for Winter Hey Lane were asked to consider alternative solutions and options for the lane or wider Horwich area. 250 responses were received. Whilst a significant proportion of the comments received (119) outlined further disagreement with the proposal, “*In my opinion the whole proposal needs reconsidering. I disagree strongly with either proposal*”, “*I am not opposed to change but as a resident of Horwich for over 50 years this has been done and failed previously*” and “*WH Lane is too important as road infrastructure, especially with all the new housing developments to be redeveloped in a way that alters the flow of traffic*”, stakeholders did go on to outline further solutions and considerations for investment. These are outlined in the 6 key themes below.

If you do not like either option, please outline any alternative solutions for Winter Hey Lane?		
Rank	Category	No. of respondents
a.	Highways challenges and solutions	150
b.	Commercial and visitor economy	58
c.	Car parking	50
d.	Place environment challenges and solutions	31

e.	Impact to pedestrians and those with disabilities	30
f.	Possible adaptations to the proposal options	22

a. Highways challenges and solutions

150 comments were received which outlined challenges and solutions to the highway's infrastructure in and around Winter Hey Lane. Overwhelmingly, stakeholders and residents outlined the challenges to the crossings currently in place, as well as the traffic light infrastructure on Lee Lane / Winter Hey Lane. Those responding were particularly concerned with the hazards and potential for harm the current infrastructure has. Other highways challenges were also presented including, vehicles stopping on Winter Hey Lane, speeding and wider challenges to highways in Horwich.

Crossings:

45 comments were received which highlighted significant concerns for pedestrians at crossing points, both on Winter Hey Lane and Lee Lane. Residents and stakeholders outlined concerns with the current infrastructure being poorly maintained and causing difficulty for motorists, as well as not being adequate for the pedestrians who visit the commercial area, or commute through the area to access other sites in Horwich, including schools, parks and the health and leisure centre. Solutions include improving the visibility of the zebra crossing, changing the zebra crossing to a pelican crossing and adding in additional crossings (integrating at Lee Lane).

- *"You need to improve the pelican cross on Winter Hey Lane as it is dangerous. Have several more crossing points along that road and maybe calming points to make it safer for pedestrians."*
- *"Pelican crossing at the zebra crossing on Winterhay Lane drivers do not see the crossing and often drive through when pedestrians are crossing."*
- *"Change crossing from zebra to pelican."*
- *"Possible pelican crossing at the junction with Lee Lane."*
- *"Better visibility for zebra crossing."*
- *"Improve the crossing point to make more visible, put crossings in at the longworth road lee lane and winter hey lane junction."*
- *"Put a proper crossing in but further down Winter Hey Lane. The one close to the top is in a dangerous position."*
- *"Redevelop the crossing at Chorley new road/ Aldi to address the multiple traffic accidents."*
- *"Put a pedestrian crossing on the traffic lights at the top of winter hey lane."*
- *"Maybe move the zebra crossing to a better/more suitable location."*
- *"Moving the zebra crossing from it's current dangerous position."*
- *"Definitely move the zebra crossing"*
- *"Just need to put a pedestrian crossing on where the street meets Lee lane. A puffin crossing would make it safer for pedestrians as there is no time between the traffic lights changing for pedestrians to get across. This is important due to the close proximity of schools and nurseries."*

Traffic lights at the junction between Winter Hey Lane and Lee Lane:

38 residents and stakeholders reflected upon the traffic lights infrastructure at the junction to Winter Hey Lane. Comments reflected the current challenges for drivers, particular congestion due to commuters turning into Winter Hey Lane. Other challenges outlined include drivers jumping red lights and speeding.

Common solutions referred to implementing a filter system, installing CCTV cameras and having a no right turn from Lee Lane or a yellow box junction.

- *"Have a proper 4 way traffic light system with filter at Winter Hey Lane/ Lee lane which will allow people up Longworth Ave and going down Winter Hey lane. This will relieve congestion of cars at the busy times."*
- *"Make alterations to traffic lights at Lee Lane end reducing congestion which forms all way up Chorley old road at peak times."*
- *"A four way traffic light system at the top so that people can turn right without holding up the already huge line of traffic waiting behind and to reduce people jumping red lights out of frustration. Add working CCTV."*
- *"A right turn filter light from lee lane onto winter hey lane."*
- *"Cameras at the traffic lights for all the drivers who think red lights mean go, so many near misses at the junction with Lee lane."*
- *"Filter lights at the top to lessen chance of accidents"*
- *"Have the traffic signal at the top of winter hey lane and lee lane into a 4 way system with a pelican crossing."*
- *"Cameras on traffic lights and penalise red light jumpers."*
- *"No right turns from Lee Lane junction."*
- *"Traffic light yellow box at junction with Lee lane."*
- *"Sorting out the traffic lighting on Lee Lane / Winter Hey Lane to 4 way phasing so that cars turning into Winter Hey Lane or Longworth Rd aren't blocked by oncoming traffic. This would speed traffic up."*

General highways challenges and solutions for Horwich:

29 general comments were received which addressed wider highways challenges and solutions for Horwich town centre. Concerns were emphasised at roundabouts, general road maintenance, improving the lighting and road markings, challenges with cycle lane infrastructure, as well as individuals raising site specific concerns.

- *"Re-design The Crown roundabout so that through-traffic can be directed that way from the Leisure Centre if they are going towards Rivington or down Crown Lane."*
- *"Fix the pot holes all over Horwich."*
- *"General improvement of the pavements, aesthetics of the centre, street lighting and signage."*
- *"I'd suggest sorting the whole area first, roads, potholes, pavements."*
- *"Just resurface roads if required."*
- *"Divert HGV to and from the quarry away from Horwich / cutting through Victoria road and past Horwich Parish School etc. make Horwich safer and greener for residents by addressing those issues before spending millions on an unnecessary change."*
- *"Redesign the junction of winter hey lane and B6226. Demolish Philp bakers and unonand widen the junction give greater visibility as widen the junction to multiple lanes."*
- *"The increasing traffic problem in Horwich needs sorting out first."*
- *"Get rid of the idea for the cycle parks as if you actually lived here you realise like most of the money that's been wasted throughout the borough that the amount of people actually cycling is less than 1% of the population."*
- *"I'm lucky if i see a cyclist on WHL, so there's no need to incorporate their needs so strongly."*

Stopping / loading on Winter Hey Lane:

17 comments reflected obstruction and traffic flow challenges with drivers stopping / loading on Winter Hey Lane and surrounding side roads. General solutions include installing double yellow lines and having the area warden enforced.

- *"Loading access is a major issue and perhaps better parking options could be considered."*
- *"Only one idea is stopping vans from delivering to post office blocking the road."*
- *"Stop people from stopping on winterhey lane so it is a continuous movement of traffic."*
- *"Just stop the parking to keep the flow."*
- *"Designated loading areas, restrictions on vehicle parking."*
- *"Make it a Red Route - no parking on Winter Hey Lane 24/7 with Red Double Lines and cameras."*
- *"Make the whole lane double yellows and have a warden to enforce."*
- *"Wardens on police to stop people parking on yellow lines blocking roads."*
- *"Can the side roads have Double Yellow Lines applied at junctions to prevent cars obscuring views for traffic turning in to these side roads."*
- *"Try to make the back streets able to take the delivery vans and lorries these are what block the lane during the day."*

Speeding:

13 comments were received where stakeholders reflected upon enforcing speed limits within the area, with possible solutions including installing speed bumps on Winter Hey Lane and adding enforcement cameras.

- *"Limit the speed of vehicles by inserting small speed bumps at specific points."*
- *"What I believe is needed on WHL is proper enforcement of the existing 20mph limit."*
- *"Some traffic calming features on WHL would assist in reducing speed."*
- *"Speed bumps, speed camera something so slow traffic down in the evenings."*
- *"Add speed bumps".*
- *"Speed bump or speed restrictions 5-10 mph zone".*
- *"Put average speed check cameras on the road if you want to improve pedestrian experiences."*

Congestion:

8 comments reflected the current congestion challenges in the area, with potential to cause further strain on the network, including side roads, should proposals be implemented.

- *"When it has been closed prolonged in the past the congestion elsewhere is horrendous."*
- *"The narrow back roads around the centre are not equipped to take the strain of larger volumes of traffic."*
- *"It's a main thoroughfare, so closing it or making it one way will impact already full roads on CNR and Lee Lane."*
- *"Leave it as it is so it doesn't cause traffic congestion on all the other roads around the area. If you don't realise unless you live in Horwich how bad the traffic backs up on Lee lane. Ramsbottom rd & Chorley new rd when Winter hey lane is shut! Plus all the traffic that drives through Horwich to get to other places at either end. So basically Winter hey lane acts as a diffuser of the traffic between the 2 main roads at the bottom and top. Ask any Horwicher they will tell you the same thing. No traffic surveying will help!!"*

b. Commercial and visitor economy

58 comments were received from residents and stakeholders which outlined challenges with the commercial zone and visitor assets around Winter Hey Lane. Possible solutions were also outlined. A large proportion of comments focused on improving the visitor experience, by improving shop frontages, as well as the types of companies occupying premises. Other comments focused on making better use of assets for hosting events, including markets. It should be noted that a handful of comments reflected the possible negative impacts the proposals could have on the business community, but these concerns were only raised by residents; no adverse comments about impacts to businesses were raised by the industry.

Investment into commercial frontages and businesses:

- *"The money should be spent on updating shop fronts to make the village more appealing."*
- *"Grants for small businesses to improve shop fronts."*
- *"Grants for local shops / premises to modernise their buildings"*
- *"Bring on some regulation on shop frontage. Maybe allow shops to apply for funding to improve shop fronts so that they adhere to stricter guidance. And enforce it."*
- *"Put up signs promoting businesses just off the main street, as these are lost and forgotten and bring a lot to the main street with passing traffic footfall and trade."*

Market and event spaces:

- *"Still use the market idea but maybe on Station Park. Markets twice a week (farmers market, artisan market and at xmas, xmas themed markets). All these to encourage people into the town instead of forcing them out."*
- *"Put toilets in the park and utilise the cobbled area as parking, market and social benches."*
- *"Create market space by shutting a side street or unused land (behind Sams bar or in the park)."*
- *"Use old job center land for markets."*
- *"Put the market on Jones Street car park at the back."*
- *"Re-introducing Horwich market would be a good move forward as well."*
- *"Use existing venues, such as the community centre, for local events."*
- *"Use the park for major events."*
- *"It's just a waste of money that could be used elsewhere in Horwich, like a skate park for the kids."*

Types of commercial properties:

- *"Restrict the amount of vape shops & barbers."*
- *"Focus on independent business' and limiting Vape Shops."*
- *"Stronger action is needed to address the increasing number of vape shops and barbers".*
- *"Use the money to subsidise local businesses in their first year to encourage independent businesses back instead of betting shops. Don't include barbers, takeaways, betting shops and nail salons, we have too many of those already."*

Impacts to businesses*:

- *"The closure of the lane for events such as the Festival of Horwich is enough in my opinion. Otherwise business will suffer."*
- *"It will affect businesses if it's pedestrianised."*

*Note comments received were not from the sector but concerns from residents.

c. Car parking

50 comments were received which expressed concern with the limited parking infrastructure in Horwich town centre. Stakeholders outlined challenges, as well as solutions of where additional parking could be implemented or managed through permit arrangements and enforcement.

- *"Better parking needs to be considered."*
- *"Improvements to parking areas - these are usually busy on weekends."*
- *"It's already bad to park please don't make it worse."*
- *"Improve car parks and signage to car parking."*
- *"Improve the disabled parking."*
- *"A public toilet in the town is much needed and improved local parking."*
- *"Can additional car parking be provided on Station Park, that would keep some traffic off WHL."*
- *"Make all residential streets encompassed by Chorley New Road/Lee Lane/Winter Hey Lane residential permit parking and access only."*
- *"Put a 3 hour maximum parking on the car parks."*
- *"Restrict parking in town centre to 2hrs (at peak times)."*
- *"More carparking as space is very limited which sometimes means have to go shopping elsewhere as can't park."*
- *"Better enforcement of people parking where they shouldn't."*
- *"Put the two storey car park on St John's that got rejected."*
- *"The town needs more free parking (not a multistorey which would attract crime)."*
- *"It is also essential that car parking remains free, and that additional space is found to create another car park. Free parking is a major factor in attracting people to our local shops and supporting the town centre economy."*

d. Place environment challenges and solutions

31 comments were received which outlined place-based challenges and solutions. These comments particularly concentrated on anti-social behaviour, predominantly investing in cleaner streets, although anti-social behaviour from young people and the night-time economy was also raised. In addition, residents thought additional investment could be made into creating green spaces, via, railing planters, hanging baskets and street planters.

- *"When roads are closed off, this attracts teenagers hanging around and vandalization".*
- *"Why not create some sort of funded youth hub, youth training scheme to drive hope in youngsters, get them off the park at night and give them hope."*
- *"Clean the area of rubbish weeds dirt etc boarded up shops cover with graphic covers of the history of Horwich."*
- *"Just clean it up. Clear weeds, wash the pavements, sweep up broken glass and rubbish."*
- *"Street furniture and regular jet washing of streets."*
- *"Clean up weeds and graffiti as Horwich looks like a dump."*
- *"Clean up of the street - power washing paving etc. possible tree planting in corners less used by pedestrians."*
- *"Railings near the kerbs at the lee Lane end with flower boxes on. Large tubs of plants. A couple more benches."*
- *"Rails with baskets of flowers like lee lane."*
- *"Instead of those horrible Green planters use proper wooden ones with lots of flowers. Also have flowers all the way up Lee lane."*
- *"Increased greening on the existing pedestrian area."*
- *"Plant trees and put in flower containers but leave the road alone."*

- *“Hanging baskets provided would look nice , Christmas trees above the shops provided(Standish looks lovely all year round).”*

e. Impact to pedestrians and those with disabilities

30 stakeholders were particularly concerned that the current highways infrastructure on Winter Hey Lane posed challenges to pedestrians, particularly those with disabilities. Whilst changes around crossings have been picked up earlier in this question, comments in this theme highlighted pavement changes.

Stakeholder feedback within this category also included concern by business owners for pedestrians shopping in the vicinity. Common solutions identified include making adjustments to pavements, making the area wheelchair, age and pram friendly, as well as introducing dropped kerbs and increasing seating in the area.

- *“Make the pavements suitable for disabled people.”*
- *“Resurface the paths to make them level and disability friendly.”*
- *“Higher pavements with traffic stumps.”*
- *“Update pavements, add seating.”*
- *“Sort out the pavements so they are flat.”*
- *“Sort out the footpaths, better crossing for the elderly and disabled”.*
- *“Redesigning pavements to aid accessibility for wheelchair users.”*
- *“The pavements may be all resurfaced with drop kerbs a certain crossing points to aid wheelchair/ pram users.”*
- *“Similar improvements also to Lee Lane, maybe small sections of the pavements widened for traffic calming and extra pavement space without having to disrupt traffic flow.”*
- *“Drop the kerb”.*
- *“Fix the curbs”.*
- *“Lower kerbs at the top of winter hey lane.”*
- *“Maybe update the pavements so they are more wheelchair friendly (remove the extra big kerbs).”*

f. Reflections on the proposal options and adaptations

22 comments were received from residents and stakeholders, including businesses owners, who outlined how adaptations could be made to the proposals put forward. These suggestions include adjusting access to Winter Hey Lane during off-peak seasons, weekends and for events only. Comments were also received which highlighted general agreement to the one-way proposal, with some adaptations, including making the Lane one-way from Chorley New Road.

Adjusting access at certain times / events:

- *“Compromise, shut road off, but have open at peak times to avoid traffic build up, and help shop owners receive deliveries.”*
- *“Option 2 is the better option but to only close in off peak times and weekends.”*
- *“Temporary bollards. This worked very well in the town I used to live in Sherborne, Dorset on Cheap Street. The bollards would raise on Mon-Fri Noon - 4pm, and Saturday 11am - 4pm. This allowed for a very nice pedestrianised area during the day and the town market on Saturdays, and it still allowed traffic to flow (one way in this case due to width restrictions, but Winter Hay Lane being 2 ways is a bonus to it) in rush hour.”*
- *“Allow through traffic both ways at certain times of day, like rush hour times. Or close it on weekends for community events. Pedestrian only Saturday and Sunday”.*

- *“Closed only on weekends from 10 till 4 lots of other market towns do this and it works , there is no need for week day restrictions when the lane is very quite.”*
- *“The closure of the lane for events such as the Festival of Horwich is enough in my opinion.”*
- *“I am perfectly OK with closing Winter Hey Lane for a day or a bit longer to hold community events, and to do this even several times a year.”*

Create a one-way system, with some adaptations:

- *“A one way system, ensuring free flow of vehicular traffic and enabling deliveries at commercial premises not to cause obstructions.”*
- *“Making it a one way is more effective in my opinion and get rid of the idea for the cycle parks.”*
- *“One way would be my preference but with a re-design to bias pedestrian zones to the south facing side of the road. Planting should ebb and flow to create areas of static hard landscaping where people would feel comfortable and encouraged to stay, sit. North facing side of the street should have areas of larger pedestrianisation but the bias should be on the south facing side”.*
- *“Make it one way from Chorley rRad. So Lee Lane doesn’t have congestion caused.”*
- *“Make winter hay lane a one way from chorley new road up to lee lane that way it will releave traffic on lee lane”*

10. Further Comments

Stakeholders were provided an opportunity to outline further comments on the proposals put forward. 186 responses were received. Whilst a significant proportion of the comments received (64) outlined general disagreement with the proposal, others provided their support for the options put forward in the consultation (38). Additional comments were also received which outlined alternative uses of the funding, as well as references to how to improve the commercial offer within the ward. Comments have been categorised into the following 5 key themes:

Q18. If you have further comments about the proposal options, please use this space here.		
Rank	Category	No. of respondents
a.	General disagreement	64
b.	Additional highways challenges	40
c.	General agreement	38
d.	Alternative options	36
e.	Commercial infrastructure	35

a. General disagreement

Comments were received from residents (63) and 1 visitor who reflected on the general proposal not being appropriate for Horwich. Whilst the visitor stated that the proposed scheme was an *“absolute waste of money”*, residents also reflected on a similar trial implemented in the 1990s, which they indicated didn’t work and therefore provided a rationale why not to proceed with the proposals outlined.

Previous scheme:

- *"A similar scheme has been tried before and changed back. My preferred option is to leave it as it currently is."*
- *"As said before Winter hey lane has been messed with and redesigned several times over the years only to be put back as it is today!"*
- *"Been tried before and didn't work."*
- *"I believe part of winter hey lane was previously pedestrianised and it was reversed so it seems strange to repeat this if it didn't work."*
- *"In your own statement you say Winter Hey Lane is at the heart of Horwich, it is also a vital artery between the two roads that run through this small town, learn from the history and mistakes of the past, it's been tried and failed."*

General disagreement:

- *"Both proposals are totally stupid and will make living and commuting in Horwich more difficult."*
- *"Can't believe anyone has even suggested this. Whoever has must not live in or around winter hey lane."*
- *"Does the clown who came up with this idea actually live in Horwich? I guess not!"*
- *"Happy to leave this road as it is."*
- *"Horwich needs to maintain its currant traffic flows."*
- *"Complete waste of money all round."*
- *"I am all for improving the public realm, but it is irresponsible, cruel, and short sighted to everyone who lives in horwich to remove this major through road. It is isolating and with negatively affect businesses and residence. You cannot put in changes at the expense of we who live there."*
- *"I stongley disagree with both options."*

b. Additional highways challenges

40 comments were received, including one from a business and one from a faith-based setting, which outlined possible wider highways challenges, should the proposals be implemented. These include concerns around additional congestion within the district centre, the diversion of traffic onto smaller side streets, as well as parking and stopping challenges. The inclusion of cycle lanes was also considered not appropriate for residents, as current usage of this form of active travel was perceived as low.

Horwich congestion and potential to increase traffic on side streets:

- *"Concerns with traffic in and around the area ie Victoria road, Crown roundabout if the road closure goes ahead." – **Business owner***
- *"Please seriously consider the knock on negative effects on surrounding residential streets and plan accordingly. For example could traffic calming be installed to prevent larger vehicles going through the estate. What will be the access for parking for our church fellowship and local residents." – **Faith setting***
- *"Crown Lane / Chorley New Road / Lee Lane junction would be severely impacted by either proposal and needs to be reassessed particularly the right turn off Crown Lane onto Chorley New Road is a significant safety hazard for vehicles and pedestrians."*
- *"Having family with neurodivergent children means quick access to shops, church, family, closing the road completely will delay travel, traffic congestion can be an issue especially when road works or accidents, which there seems to be a lot of in Horwich, this will be worse if road is closed completely, Lee lane can be used as a diversion route for buses etc but not if fully closed."*
- *"These plans would only contribute to the problem. Please spare a thought for the residents in side streets that this would heavily impact."*
- *"Please reconsider and think about the locals, if this does go ahead the traffic in the side streets will double especially Abraham Street as it's already used as a cut through/rat run at speed i might add putting children and elderly at risk."*

- *“Neither plan addresses the problem of congestion in Horwich, and forcing more vehicles onto side streets and residential areas is not the solution.”*
- *“Key to either scheme is looking at the impact that the closure/restricted access of Winterhey Lane will have on the area. there is nothing in the proposals to suggest how traffic that currently uses the lane will be managed. Consideration needs to be given to how closure/restricted access will have on Church Road/Chorley Old Road which is already heavily congested at different times of the day”.*
- *“Both of these options wil move traffic to the already dangerous junction with Chorley New Road.”*

Cycle lanes:

- *“Cycle lanes are not needed, how many adult cyclists use winter hey lane?”*
- *“Very few people use cycle lanes, look at Chorley New Road, it was a waste of money.”*
- *“We’re not in holland, there’s not tons of cyclists up the lane, only kids, mainly on the main chorley roads, which are straight & faster.*

Car parking and stopping:

- *“Please improve car parks and congestion.”*
- *“Improvements in the town should include better parking, stopping parking on yellow lines during the day. Make sure no vehicles can park on the pavements on Lee Lane or Winter Hey Lane.”*
- *“Abraham Street is already used by people who work in the shops to park their cars since building on carparks. Shoppers parking up etc.”*
- *“Neither of the proposals address the main issues faced by Horwich residents and local businesses: lack of parking. Instead, they will increase the current accessibility problems.”*
- *“Please look at the side streets and think of the residents, maybe look at multi-storey parking at St John Street.”*
- *“We could do with some investment in parking spaces as well as there is never anywhere to park when shopping in Horwich.”*

c. General agreement

Comments were received from residents (36) and 2 business owners, who agree with the proposals outlined. Whilst some residents choose to provide general feedback about the proposed schemes, some reflected on how the town should be catering for future generations. Others choose to reflect on their preferred schemes:

“If we lose this opportunity to pedestrianise the top of Winter Hey Lane, the current trend of disused shops will only grow. Accepting that change is needed from shops to leisure and putting a foundational open pedestrian space in place will encourage and attract the types of businesses who have the best chance of surviving and thus regenerating the area whilst shopping inevitably moves more and more online or out-of-town. The space needs to be fit for the next 100 years, not just now. The trend is obvious so we need to embrace it otherwise the Horwich high street will continue to suffer a slow and very visible decline. We need bars, microbreweries, cafes, nightlife and an open-air culture, especially in summer”.

Business owner

- *“I own a business at the top of winter hey lane and all I hear all day is cars beeping and people getting shouted at for crossing the road. Its not safe. The area needs this change.”*

Business owner

General agreement with the proposal:

- *"Do it. It's a horrible town centre due to the car dominance. Change that and Horwich has a chance to flourish."*
- *"Horwich centre is currently a through road to other areas. Would be great to have the centre busy again like the old market days."*
- *"Horwich will be greatly enhanced by reducing the dominance of moving & parked motor vehicles, this is the main thing putting me off visiting as it makes it a less attractive place to spend time having to walk alongside & across fast dusty loud roads. This should be the start of a series of schemes to improve the parts of Chorley Old & New roads which also form part of Horwich town centre."*
- *"I have no preference to either proposal, both sound better than it is already."*
- *"I think it's great that the council are prepared to try something new to revitalise the area, they need to stay flexible and be able to adapt if the feedback is that it's not working for businesses and the public after an agreed time period."*
- *"In both options there are opportunities to improve the design which I would be happy to explore/help with in future, including: enhancing the carriageway materials to create a more pedestrian orientated place and adding street trees throughout will completely lift the character of place (many lessons learned from other public realm/pedestrianisation schemes I've worked on). I could also potentially help with funding options (eg for wider masterplanning) in future too."*
- *"This is a great opportunity, let's not waste it!"*
- *"Not changing and allowing this opportunity to slip will mean Horwich runs the risk of falling further behind. Many many satellite towns of Manchester are the envy of others and there is no reason Horwich could be in this conversation."*

Option 1:

- *"I believe one way is the best option with the addition of some short term parking to allow for an infrastructure in trade for the shops. I think the opposite direction to what has been suggested would be easier and help address the traffic issues on Lee Lane."*
- *"Only option one if there is another one way road nearby for the alternative direction. Otherwise no change preferred"*
- *"For me- there is no argument in favour of option 1."*

Option 2:

- *"You might just go for it and do the actually good Option 2, which would be a huge boost for Horwich in lots of ways."*
- *"Option 2 could be a great first step in a regeneration of the town. I am a resident and have also had a business on Winter Hey Lane."*
- *"I like the idea of option 2, it is traffic cutting through my street i dont like because its dangerous already there is way to much."*
- *"I live on Lee Lane and option 2 seems far better suited. I'm not bothered about access, and the traffic lights / junction between winter hey lane and Lee lane is a hazard waiting to happen."*
- *"I would love to see Winter Hey Lane pedestrainised but it needs to be a much larger scheme that takes into account the use dymanics on the narrower side streets and what would work for general traffic and the residents of these streets."*
- *"If option 2 is used there would need some sort of traffic calming and enforcement to stop vehicles using the side roads as a rat run/cut through."*
- *"Option 2 is good but could go further, even as far as Emmett Street, by making access to the carpark be via backstreets."*
- *"Horwich needs a scheme like Proposal 2 to ensure future events are a regular thing, with easy access to the park, the community and also the town centre/village centre. I'm really excited about this, I genuinely believe it will not only be a benefit for the community, I think it will help make the area become more upmarket which is befitting of the Rivington Pike Area."*

d. Alternative options

In addition to investing in additional car parking and stopping improvements, 36 comments were received which suggested further alternative options for investment. These options particularly focus on highways infrastructure for the district centre, including better investment in traffic control signals and junctions, better connectivity to key assets (Middlebrook) and greater enforcement measures. Some residents suggest improvements to cycle lanes, whilst others reflected on whether the cycle lanes could be replaced for wider paving.

- *"Finish the link road to Middle Brook."*
- *"Completing the road near Blackrod Train station and middlebrook should be the main priority."*
- *"Fix the traffic coming from middlebrook and the m61."*
- *"Sort the new housing link road before you start causing more road problems around Horwich!"*
- *"Open the Rivingston Chase spine road. Open/remove the bollards at Napier Drive to allow through traffic to Middlebrook and allow traffic into Horwich better to avoid the Beehive roundabout."*
- *"Proper enforcement of the existing 20mph limit, enforcement of the existing parking restrictions, especially around crossings, clear and consistent road markings and a pelican crossing with a cameras on it. This would I believe make things much better and be much cheaper."*
- *"There should also be further work to improve access to Horwich town centre by walking, cycling & wheeling, including creating protected cycle lanes on main routes including Chorley New Rd (where the wand orcas providing light protection closer to Bolton were removed in a way contrary to statutory guidance in place at the time) and speed limit enforcement & roadspace reallocation on those roads (particularly Chorley New Rd which is excessively wide) & other changes to physically reinforce desired speeds."*
- *"Changes to traffic lights and junction markings need to be made."*
- *"Get that junction sorted from Chorley New Road. People are always jumping lights."*
- *"Add another pedestrian crossing near co op."*
- *"Improve the road surface on Lee Lane between Winter Hey Lane and the Crown."*
- *"Make safer by raising pavements and adding traffic stumps with double yellow lights."*
- *"Maybe consider wider pavement and reduce cycle lane as this wouldn't be used to the same extent as foot fall."*
- *"No need at all for a cycle lane, use for wider paths or loading bay areas."*
- *"Red brick pavements need to be replaced. New street lights and painted street furniture needs installing. Additional lamps or poles to allow for bunting as used to be put up for carnival events."*
- *"Why not make both Lee Lane and Winterhey Lane shared space - it works in other small towns and gives pedestrians priority."*

e. Commercial infrastructure

34 comments were received which focus on the commercial district centre, particularly focusing on the types of businesses within the town centre and how to improve the public realm and balance the genre of commercial outlets, whilst complementing and not competing with the Middlebrook retail offer.

Some comments also focused on the impact to businesses if the proposals are implemented, particularly the short-term disruption impacting footfall. Suggestions around rent reduction were put forward. Some comments also raised concern around the lack of footfall, should proposals go ahead, with residents who rely on accessing services on Winter Hey Lane being adversely impacted, particularly those with protected characteristics, who may not be able to park or be dropped off outside vital services.

Comments were received from residents, 1 visitor and 1 business, who was keen to see the implementation of option 2, *“accepting that change is needed from shops to leisure and putting a foundational open pedestrian space in place will encourage and attract the types of businesses who have the best chance of surviving and thus regenerating the area.”*

- *“Revamp the shops and business that are located on Winter hey lane to bring more choice rather than letting even more of the same shops open up.”*
- *“At the moment both Winterhey Lane and Lee lane are both full of vape shops, barbers and charity shops. Maybe invest in some small local businesses”*
- *“Better looking shop fronts the town would benefit greatly. With more say on what shops sell and what the shop front looks like we could create a lovely town centre.”*
- *“Lower rents are needed to persuade businesses to set up in Horwich. Please consider the health of our town when agreeing new businesses in Horwich. More variety of independent retail will increase footfall.”*
- *“If the plans do go ahead there should be a plan that balances out the types of businesses that are excluded from the immediate area.”*
- *“Horwich is growing, but is crying out for an uplift in its economy and improvement to its physical space.”*
- *“I regularly walk around Horwich and Winter Hey Lane stands out as outdated and not fit for modern life.”*
- *“We are over run with beauty salons, nail bars, barbers and now hideous vape shops which look like they are running dodgy business, how will this plan change that- surely just more of the same will pop up. Middlebrook is less than 2 miles away and I say this reluctantly, but it offers a far better option than Horwich.”*
- *“Ensure the space isn't wasted, use events / markets to bring in footfall.”*
- *“Horwich needs massive investment, and there is a need for Artisan stalls and alternative markets.”*
- *“Rather than changing the access money might be better used to improve the physical appearance of businesses. There is a lack of cohesion, shops look drab, far too many signs all of varying quality. What are we trying to achieve for Horwich? If a true village feel then clear guidance is needed on how we present shops/businesses to the public to make it more appealing than it currently is.”*
- *“Money would be better spent updating shops with grants and providing enhancements such as free rates periods to new shops coming into the area do revitalising the town centre and increasing the businesses stake in keeping it vibrant.”*
- *“Winter Hey lane is a much used business/shop area for locals who cannot get into other towns and areas. The business' will be affected if certain groups of people cannot access the Banking HUB, Dentist etc as they cannot park outside for access to these required services.”*

Other comments (20) focused on the lack of infrastructure servicing new and growing developments in Horwich and the West of the borough. Comments also focused on town centre assets, particularly making better use of Station Park.

Infrastructure:

- *“A wider traffic management strategy for Horwich is required. Holistic planning given the provision of hundreds of additional homes and the likely traffic flow changes when the Locomotive Works spine road is completed is now essential.”*
- *“Horwich needs urgent help with traffic due to the number of new houses and the farce of the link road to Middlebrook.”*
- *“Horwich has grown considerably, the infrastructure has not, so this time the problems caused by this will be even worse.”*

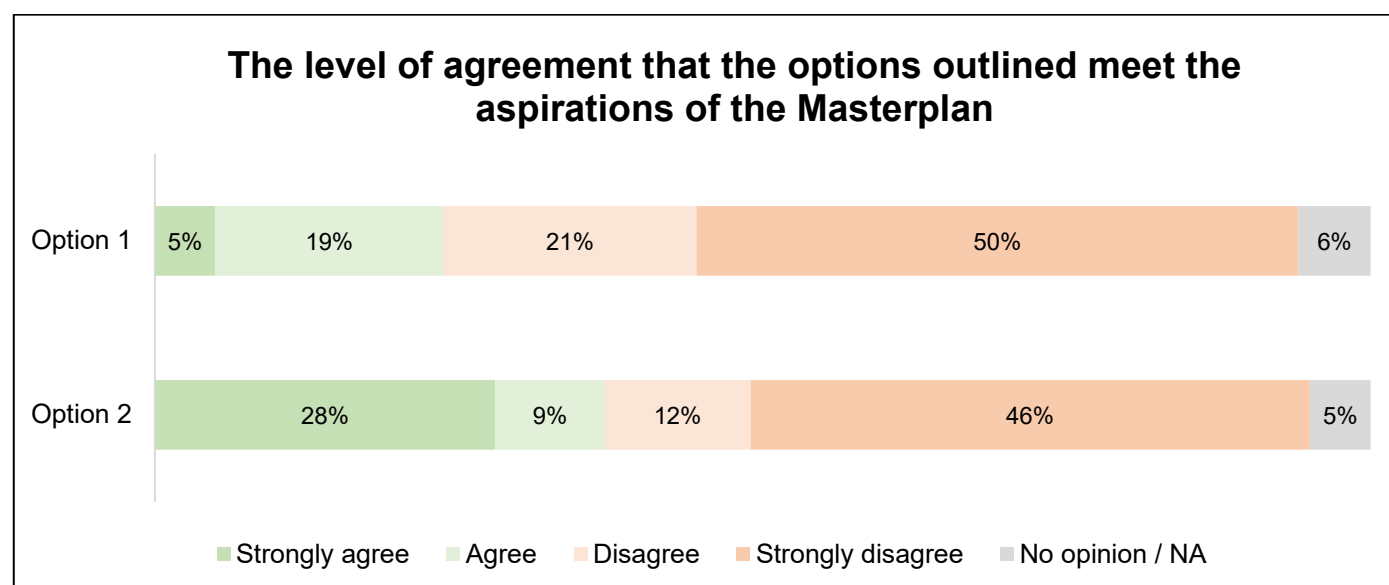
Assets:

- *“Consider the use of station park instead. There is plenty of communal space there to support events/markets and bringing the people of Horwich together.”*
- *“Utilise Old Station Park for events or use temporary road closures.”*
- *“If you're trying to create a community; a skate park has been promised for years in horwich, just work on station park so it doesn't feel so dangerous.”*
- *“Station park has an ideal flat area for outside venues instead of being squashed in Winter Hey Lane”.*

11. Horwich Masterplan

11a. The alignment of the Masterplan and the two proposal options

As the proposals for Winter Hey Lane were developed in line with wider ambitions within the Horwich Masterplan, respondents were asked to evaluate the work completed already. Firstly, respondents were asked how much they agreed that option for Winter Hey Lane met the aspirations of the Masterplan. A base average of 403 responses were received. Overall, there was disagreement that either option had attained the ambitions of the Horwich Masterplan, with 71% disagreeing with option 1 and 58% disagreeing with option 2. 28% of respondents strongly agreed with option 2, demonstrating a divide in opinion for option 2.

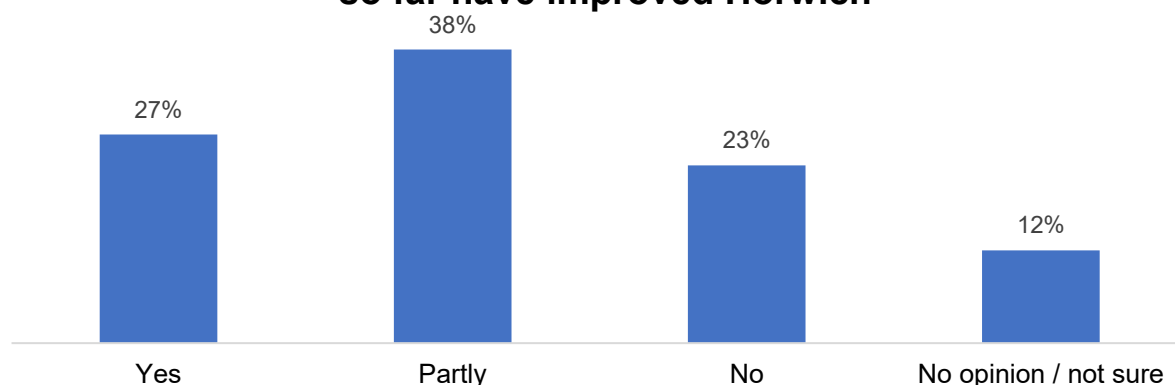


Base average: 403

11b. Response to the Horwich Masterplan so far

Respondents were asked to generally reflect on the work completed as part of the Horwich Masterplan, which included the creation of a new Health and Wellbeing Centre, refurbishment on Hampson Street and improvements to Station Park. Out of 484 responses, 38% agreed that the projects completed have “*partly*” improved Horwich and 27% agreed that it had improved Horwich. 23% thought there have been no improvements to Horwich.

The level of agreement that the projects implemented so far have improved Horwich



Base: 484

11c. Explanation of perspectives on the Horwich Masterplan

Residents and stakeholders were provided the opportunity to reflect further on the developments undertaken as part of the Horwich Masterplan. 253 stakeholders provided further comments, including 3 business owners, 2 Ward Councillors, 3 individuals who visit Horwich, 3 people who commute to the area for work and 1 individual who commutes to the town to access education. All other reflections were made by residents of Horwich.

Comments have been categorised into 8 key themes, with the top 3 areas of focus being Station Park, the Health and Leisure Centre, and site-specific reflections (including Hampson Street).

Masterplan: Explain your reasoning to how the projects implemented so far have improved Horwich.		
Rank	Category	No. of respondents
a.	Station Park	117
b.	Health & Leisure Centre	91
c.	Site specific reflections	49
d.	Disagreement with the proposal / Masterplan progress	34
e.	Additional assets required	26
f.	Highways infrastructure	24
g.	General agreement with the proposal / Masterplan progress	18
h.	Wider impacts and challenges	16

a. Station Park

117 comments were received from stakeholders (predominantly residents), who outlined mixed views on the developments at Station Park. Whilst some comments focused on the park being a positive asset for Horwich, others focused on the investment being underwhelming, with a lack of facilities for both young children and older teenagers. Some focused on the lack of upkeep, leading to a place that attracts anti-

social behaviour. Additional stakeholders reflected on the infrastructure to prevent flooding and the accessibility of the grounds being poor for residents and visitors with disabilities.

Positive asset:

- *"Station Park is much better."*
- *"The changes to station park may have improved the aesthetic aspect."*
- *"Love the wild flower area - walk through most days."*
- *"I am pleased with the new Health Centre and Station Park."*
- *"I enjoy walking through station park with seating, and the facilities for young people are good, once they have learned to take home litter from the all weather pitch, or place in the litter bins provided (a recent addition). Well used."*
- *"The Station Park is now more pleasant and accessible to public. It also celebrates and informs people of the towns railway history."*
- *"Station Park is now a pleasure to walk round and it's lovely to see families making regular use of the activity facilities. It's properly alive."*

Further investment required:

- *"More improvements needed for Station Park."*
- *"Station Park needs improving near Chorley New Road, lets the park down."*
- *"Not sure about the quality of the exercise equipment in the park though."*
- *"A quality outdoor leisure space for teens & young adults, such as a skate park on the old disused activity area on station park. Outdoor exercise equipment around station park was a waste of money as i have not known or seen a single person using it except for teens messing round on it and mocking it."*
- *"Don't agree the "improvement" to station park has brought any value. No skate park?"*
- *"Station park was a fair attempt but missed the mark... The entry from Chorley New road is still quite sad and we lost the basket ball courts... So an okay attempt but as previously mentioned horwich has been promised a skate park for years and it was never actioned; we heard about it more than 10 years ago and nothing has happened. You need to do more to support the teen age range in activities."*
- *"Station park has improved and was needed, however the children's playground is poor quality bolts missing on seasaw, this needs contractors back"*
- *"Station park has been worse since the changes with limited play equipment."*
- *"I think more could have been done to improve the park. ie addition of toilets & even a small cafe/serving hatch."*
- *"Improvements to station park have been shoddy with the children's play park. The standard is well below that expected. It's also not addressed the whole park."*
- *"More stuff needed on station park. Eg, picnic benches more bins and seating are. Chorley new rd side has so much potential but has been left to rot."*

Lack of upkeep:

- *"Station Park looks rundown rather than vibrant or newly refurbished."*
- *"I'm not convinced the changes to station park have improved the park. If you pass the all weather pitch it is always full of rubbish and many people don't see it as a safe place to pass through."*
- *"Station park feels unfinished. It needs more care."*
- *"Station park is half done, it's a real mess towards Chorley new road, bins falling apart, road needs resurfacing and needs play area replacing."*
- *"Station park is unfinished, (or at least it looks that way!) finish what you start before taking on other projects. The maintenance of the park is diabolical."*
- *"Station Park play area is a prime example of lack of accountability and misuse of public funds as a result. Cowboy builders have installed equipment that consistently breaks, equipment which is incomplete and missing parts and a flooring which is effectively a felt roll on top of compacted*

hardcore - there is absolutely no consideration of critical fall height safety requirements. The flood basin area was planted as a 'wild meadow' but within a year has become heavily infested with balsam, nettles and thistles to the point of being an overgrown mess through a lack of any appropriately educated and consistent maintenance team tasked to upkeep the area as the intended wildflower meadow."

Flooding challenges:

- *"Flood bowl doesn't work."*
- *"Station Park flood defences an absolute waste of money."*
- *"Regarding station park we have a business located just at the side of there and the issue since the flood defence as been rats in our premises, however the green space and park as been kept which is good for the community."*
- *"The flood defences at Station Park don't work. Waste of money."*
- *"Station Park cannot now be used for the carnival due to the flood alleviation scheme. It could become a place for events if a band stand was erected by the Gorton Fold entrance outside the flood basin and community events could be held...eg outdoor shows bring a picnic on the grass."*
- *"The money wasted on the flood defence was an absolute waste of public money."*
- *"The banks of the flood basin on station park have not been landscaped in anyway and are now just a unsightly mess of thistles, brambles and weeds."*

Accessibility challenges:

- *"As a visually impaired person, there is one path, going through the park from Chorley New Road, up the steps to Horwich Leisure Centre, which needs resurfacing and greenery needs cutting back. It is unsafe for young children, older people and those with other impairments."*
- *"Apart from the layout there's no difference than before. The park needs upkeep so that all areas can be used. There are not enough benches or seating and some of us can manage to walk up those steep hills being disabled so i no longer get to take my grandchildren."*
- *"The park is horribly designed with unproductive routes which is already causing people to create desire line routes across grass etc which shows how poorly it was planned."*
- *"Station park needs security mainly used by youths for drug abuse."*

b. Health & Leisure Centre

91 comments were received, which predominantly reflect the positive impact the Health and Leisure Centre had made to the district area. Whilst some stakeholders felt that the site is accessible and fit for purpose, with good parking facilities, others shared challenges, including: not being able to use the health centre due to being registered with an alternative GP surgery, it not being easily accessible to older people and those with mobility challenges, due to its location, the leisure facilities being diminished as a result of a smaller building being developed and the site being prone to anti-social behaviour activity, with illegal encampments taking place at the site.

Health Centre:

- *"The Health & Wellbeing Centre is a modern, fit for purpose, building."*
- *"My GP practice has repositioned to the hub. It is a better facility, with out of town centre parking and offers opportunity with the increased space to house occasional specialist screening/health care clinics."*
- *"The health centre is a big success, it has enhanced services in the town."*
- *"The health centre was desperately needed and has improved use of the businesses in the town."*
- *"The Health Centre is also a huge improvement and brings that aspect of the town into the 21st century."*

- *"Bringing health centre and improved facilities for families."*
- *"Great to have a modern accessible wellbeing centre, better parking for the leisure centre."*
- *"Great new facility with the health centre and easy parking."*
- *"Health and Wellbeing Centre an excellent addition to Horwich , for the benefit of of all, great parking on site."*
- *"The Health and Well-being centre has improved access to health."*
- *"Building a new health centre and then letting gypsies move in for weeks so we are too scared to go?"*
- *"Wellbeing Hub & Leisure Centre needs a parking eye or barriers, so travellers don't come back."*
- *"Horwich wellbeing hub massively underused with vacant space galore."*
- *"I cant use the health & wellbeing centre as im with Kildonan House."*
- *"Putting the Health Hub further away from Lee Lane residents isn't the best plan."*
- *"I think the health and well being hub is a much better set up and provides better opportunity for residents to see some services closer to home than before, although the Hub is further away from my home to get to than the previous GP surgery building."*
- *"Most elderly cannot get to the doctors on foot now."*
- *"The health centre is to far for disabled to walk especially in poor weather."*
- *"It's not easy to access the right services there and as people come to work them from all surrounding areas there is no relationship with local people. This reduces opportunities for community cohesion."*

Leisure Centre:

- *"Leisure Centre nice, car park good but is sometimes full."*
- *"The health centre has cut down the parking available at the leisure centre and the spaces are so small that getting your car dented is a regular occurrence."*
- *"The leisure centre is too small and poorly built."*
- *"The Health & Wellbeing Centre/Leisure Centre site - pedestrian access is poor from the Town Centre. This could be improved by creating a dedicated footway access from Lee Lane/Church St (there are currently no footways from the south). Also wider links can be improved. Again happy to explore this in the round as part of any wider masterplanning (subject to my availability/capacity)."*
- *"The Health Centre forced the demolition of a leisure centre twice the size with more facilities and excluded squash completely, it also led to a further loss of parking from the multi storey."*
- *"The new leisure centre is so poor."*
- *"The leisure centre is way smaller less resources and loads more people."*
- *"The Health & Wellbeing Centre still doesn't have charging stations for electric vehicles, despite having allocated marked bays for this."*
- *"We lost a brilliant swimming facility. I haven't been swimming since it was demolished as the new one looks to claustrophobic."*
- *"We now have a smaller leisure centre than we had."*

c. Site specific reflections

49 comments were received by stakeholders which referenced specific sites within the Horwich locality, with 15 stakeholders stating that they had no experience of the sites listed in the Masterplan, *"not aware of any past or current projects"* and *"not used these facilities"*. Most of the comments received referenced the Hampson Street refurbishment as not being impactful and going unnoticed by residents.

Hampson Street:

- *"Not sure what changes have been made to Hampson Street."*
- *"Cannot see any changes in Hampson Street at all."*
- *"Has Hampson Street been improved? How?"*

- *"I have lived in Horwich for 44 years and had to look up Hampson Street. Seems more of a back street so money could have been spent more wisely."*
- *"I had no idea how Hampson Street benefits the wider community."*

Wider site-specific comments:

- *"Traffic on church st / Victoria Road ridiculous."*
- *"Walking towards Melbourne Grove/Brooklands on the pavement adjacent to the hub can be dangerous as traffic often comes round the bend quickly and catches people out who are in the middle of crossing the road."*
- *"Lee Lane needs much needed maintenance and improvement, it is a busy road and the infrastructure is failing and Crown Roundabout is completely unsafe for pedestrians to cross, especially when considering huge trucks that use Lee Lane and Chorley New Road."*
- *"Look at the chaos regarding The Beehive area!!!"*
- *"Beehive Roundabout no improvement whatsoever. How much did that cost?"*

d. Disagreement with the proposal / Masterplan progress

34 residents outlined their disagreement with either the proposals detailed in the consultation, or that the Masterplan projects had failed to achieve a positive impact for Horwich.

- *"Leave the lane alone and spend the money on something more beneficial to the town".*
- *"Destroying the historical beauty and replacing with characterless spaces is not welcomed."*
- *"Can't see much improvement sorry."*
- *"No as they weren't finished to a decent standard and incurred problems that we the residents of Horwich had to pay to rectify."*
- *"I see no benefits from what has been done so far. Plenty of drum banging about how great everything is but I just don't see it. Horwich simply does not currently stand out as a place to spend time or money. And by the looks of things it's going to stay that way."*
- *"Not quick enough pace of change compared to other areas such as Farnworth."*
- *"They are cosmetic changes which did not create traffic issues. The proposed Winter Hey Lane scheme would create HUGER congestion on Lee Lane and on Chorley New Road with many of the side streets becoming rat runs, creating a HUGE safety issue for local people living and working in those side streets."*

e. Additional assets required

26 comments reflected on the lack of additional assets needed within the town. Some comments particularly focused on the lack of car parking available across the district centre since the new health and wellbeing development had taken place, whilst others focused on the lack of infrastructure to meet the needs of a growing township.

Car parking infrastructure:

- *"Install public toilets. More parking spaces."*
- *"Parking needs to be addressed. Very few spaces left when retailers take all parking spots."*
- *"Lots more parking facilities needed."*
- *"There is a lack of parking due to there not being a time limit on parking. Space is taken by residents and business owners."*

Wider infrastructure challenges:

- *"Building hundreds of houses in Horwich without proper road infrastructure will cause only more gridlock so the little improvements won't make any difference."*
- *"Masterplan needs to properly reflect and cater for the massive increases in population and new housing. Not enough increase in basic services and infrastructure."*
- *"The infrastructure isn't there too cope with increasing traffic."*
- *"Infrastructure as a whole needs investment for the whole of Horwich. More & more houses built with the same amount of schools servicing the community & beyond. No major improvement to highways, no community services for youth on the scale we had in years gone by with a big increase in youth population."*
- *"You have fiddled around the edges whilst ignoring the looming issues of massive house building projects and no plan for infrastructure improvements. Horwich is gridlocked and short of services."*

f. Highways infrastructure

24 comments focused specifically on the highways infrastructure and networks surrounding Horwich, particularly the Middlebrook link corridor and congestion problems in the area. Some comments also reflected challenges with public and active transport networks for the area.

- *"Desperately need the traffic free access from Old Station Park to Aldi/Iceland, St Catherine's Primary School and the loco works cycleway to middlebrook and blackrod."*
- *"Whats happening with the new spine road?"*
- *"We need the link road to Middlebrook now to compliment the traffic easement too."*
- *"It's silly to close more roads when you can't even open the promised ones."*
- *"The more or less constant roadworks on Crown Lane have been absolutely exhausting for those of us that had to put up with it for the past few months!"*
- *"Traffic and congestion continues to be growing issue."*
- *"The main challenge I had when visiting Horwich was the dominance of motor traffic impacting on how I got there (making it unpleasant & dangerous to cycle & slowing down the bus) & negatively impacting my experience when I got there."*
- *"It's still awful, frightening, terrible, to cycle along Chorley New Road."*
- *"There is no cycle parking facilities, meaning I can't park my bike anywhere for errands and it also feels unsafe/claustrophobic for pedestrians using Lee Lane due the speed and Narrowness of the road, especially when aggregate lorries and buses inches from the pavement at 30mph."*
- *"I would like to see busses covering frequent access to Horwich Parkway and Blackrod Station that align to train times for better access to Manchester. Or even better a tram service to manchester if it were possible."*
- *"Need more bus routes from all directions to Parkway station and Middlebrook, needs a bus between Parkway and Blackrod stations. Needs a Sat/Sun bus to Rivington from Parkway via Blackrod station and turn back at Adlington station."*
- *"We have some great facilities all within walking distance of each other, need to keep building on these and include walking and cycling corridors leading to Rivington without being afraid of traffic."*

g. General agreement with the proposal / Masterplan progress

18 comments were received from residents who live and work in Horwich that welcomed the developments that had taken place within the Masterplan. However, some stakeholders feel the changes could and should go further to support the district centre becoming a visitor destination.

- *"All were badly needed and have uplifted Horwich town centre."*
- *"All were necessary improvements, investment well made and fruits of that labour are now being shown."*

- *“Current completed interventions have improved the look of the area as a whole.”*
- *“It is better for the town but doesn’t actually encourage visitors with money”.*
- *“They have only done things that were long overdue so not improved but areas brought back into life.”*
- *“What has been delivered is good, however there is much more that can and should be done”.*
- *“Overall things are improving so keep up the good work, we need more just like you are proposing with option 2.”*
- *“The new facilities are great and it’s looking so much better in those areas. We just need to sort out the high streets now.”*

h. Wider impacts and challenges

16 comments were received from residents (no other stakeholder group) which highlighted wider challenges within the district centre, predominantly commercial. However, other comments were received which outlined concerns with anti-social behaviour, particularly rubbish and debris, accessibility and access to green space.

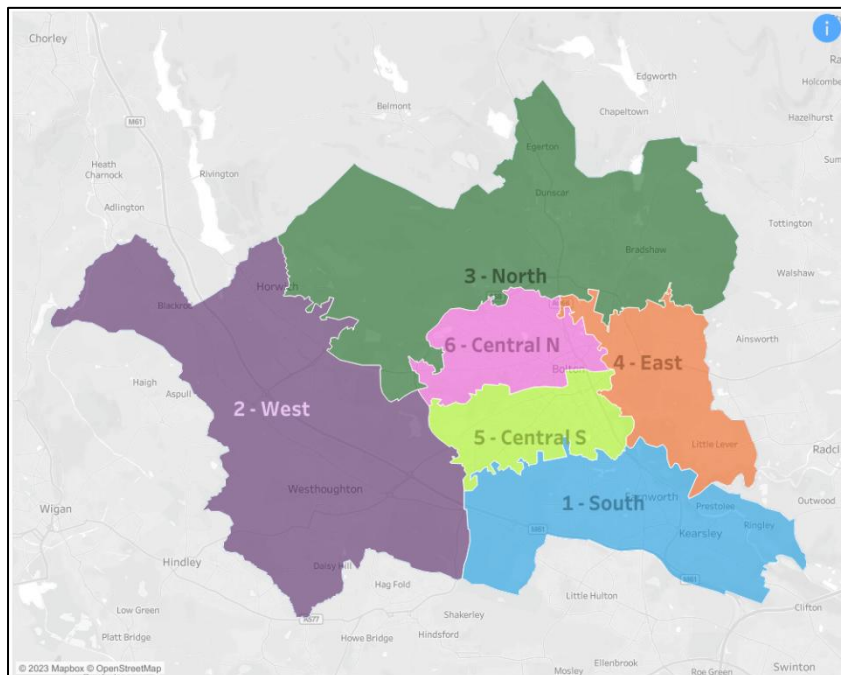
- *“Some areas have been improved but there is far too many of the same shops being passed through planning. Horwich doesn’t need more vape shops, barbers and takeaways and hairdressers.”*
- *“More work needs to be done in the town centre, the shops are looking run down, the type of shops creeping in not community based.”*
- *“It looks a mess, as all shops have different signage etc. it would be better if they all were uniform.”*
- *“Anti social behaviour needs addressing. Get CCTV and a better network of communication for shops. It needs to feel safer.”*
- *“Still too much anti social behaviour, graffiti and rubbish being left.”*
- *“There needs to be better care of what remains of green spaces in Horwich. Crown Clough is absolutely littered with rubbish and traffic cones and other highway maintenance signs.”*
- *“It needs to be more accessible, green, and pedestrian friendly.”*
- *“More community services and green spaces.”*

12. Stakeholder Demographics

12a. Demographics: Geographical

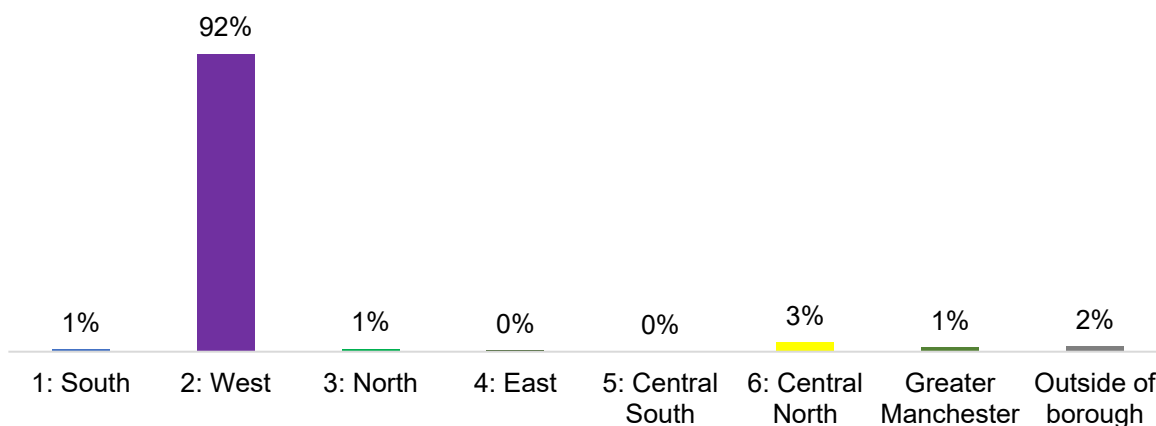
The table below outlines the demographics of respondents by geographical neighbourhood. A total of 444 respondents provided their full postcode, of which 2 were invalid. The bar chart below provides a breakdown by neighbourhood, with the table below showing the breakdown by ward.

The location in Bolton with the highest representation was the West (92%), likely due to the localised nature of the consultation and the focused engagement in this area. 13 responses were from people out of Bolton Borough, including 6 from Greater Manchester, 6 from Chorley and 1 from London. At a ward level, Horwich North and Horwich South and Blackrod were the areas that engaged most with the consultation. A minority of respondents from Heaton, Lostock and Chew Moor (9) and Smithills (7) responded to the consultation.



*Neighbourhoods are a local geography for integrated health and social care; all have a population of around 50,000 residents.

Interest by geographical location

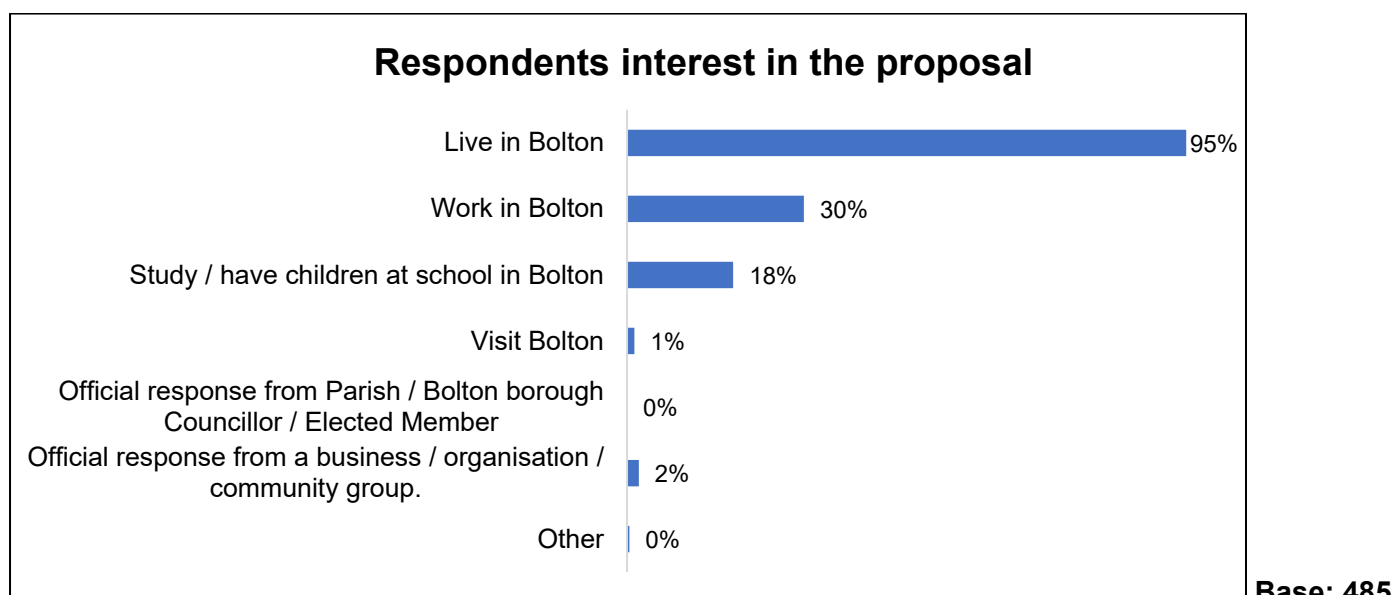


Base: 442

Ward	No. of responses
Astley Bridge	2
Bradshaw	1
Bromley Cross	2
Farnworth South	2
Great Lever	1
Halliwel	1
Heaton, Lostock and Chew Moor	9
Horwich North	271
Horwich South and Blackrod	129
Queens Park and Central	3
Smithills	7
Tonge with the Haulgh	1

12b. Respondents interest

485 respondents disclosed their interest in the proposal, where 95% of respondents outlined that they live in the Bolton borough. Just under a third of respondents work in Bolton (30%), and 18% either study or have children in school in Bolton. Other respondents included councillors and respondents with family in Horwich.

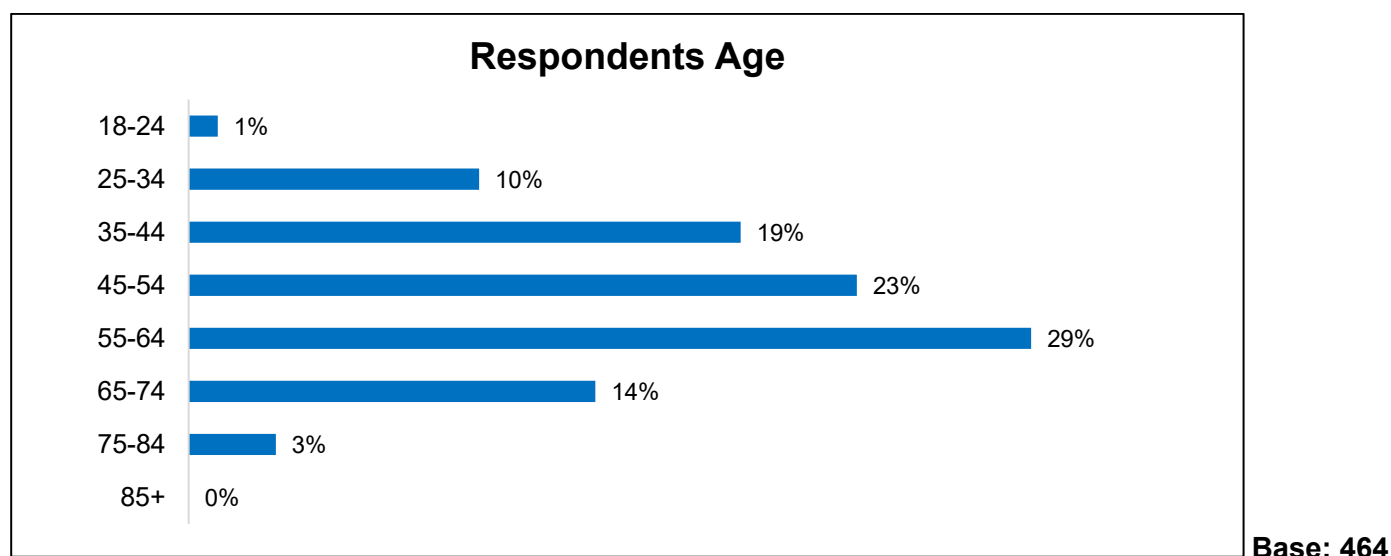


12c. Preferred identity

472 responses were received providing the respondent's preferred identity. 63% responses say the respondent identity as being female, 36% as male and 1% respondent identified as 'other'.

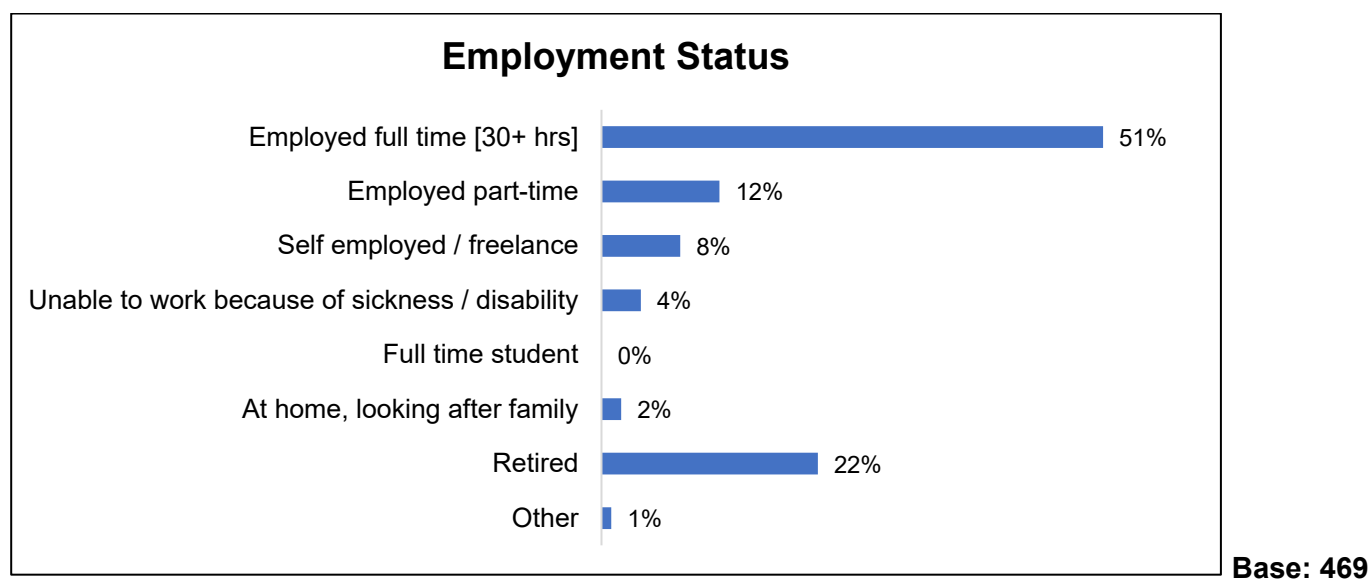
12d. Age

Responses were received from individuals in all age categories, except the under 18 category. 51 respondents were under the age of 34 years. 330 respondents were aged between 35 – 64 years. 83 responses were received from individuals above the age of 65 years.



12e. Employment status

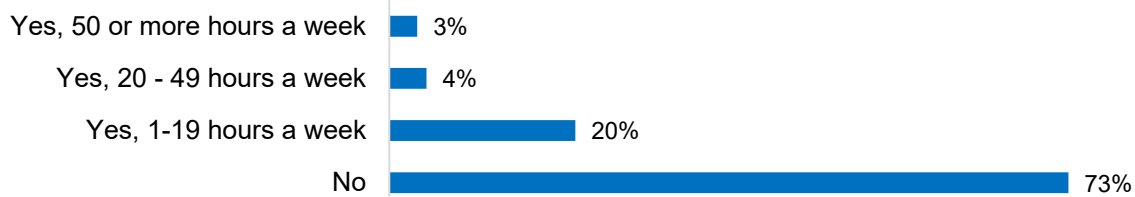
469 responses were received from individuals in some form of employment. 51% of responses were from individuals employed full-time. 12% of responses were received from individuals who work part-time. 8% of responses said they are self-employed, or freelance, and 22% of responses responded as retirees. 6 'other' comments were received, including an *"unpaid carer"* a retired jobseeker and someone on maternity leave.



12f. Caring status

Respondents were asked whether they provide any care or support to individuals with long term physical and mental health difficulties. Almost three quarters (73%) of the 460 responses received do not have a caring responsibility. 27% of respondents have a caring responsibility.

Caring Responsibilities



Base: 460

12g. Health and disability

Respondents were asked whether their day-to-day activities were limited by a long-term physical or mental health illness. 18% of the 462 responses stated they were impacted by a long-term condition. 82% were not impacted.

Health & Disability

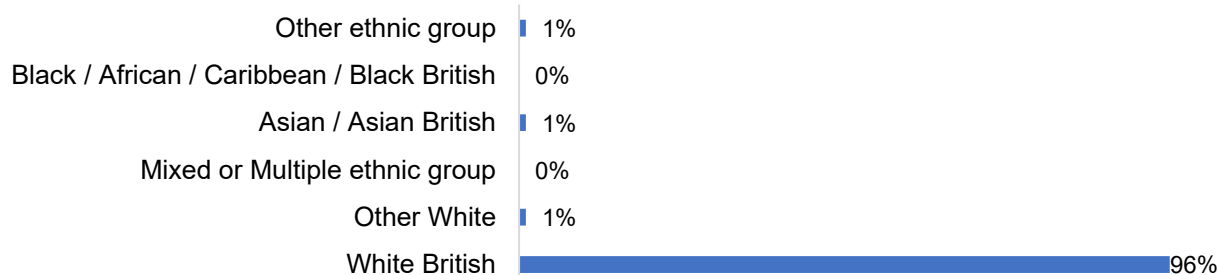


Base: 462

12h. Ethnicity

462 respondents provided their ethnicity when undertaking the consultation. 96% report as being White British. 2% report as being from other ethnically diverse communities.

Ethnicity

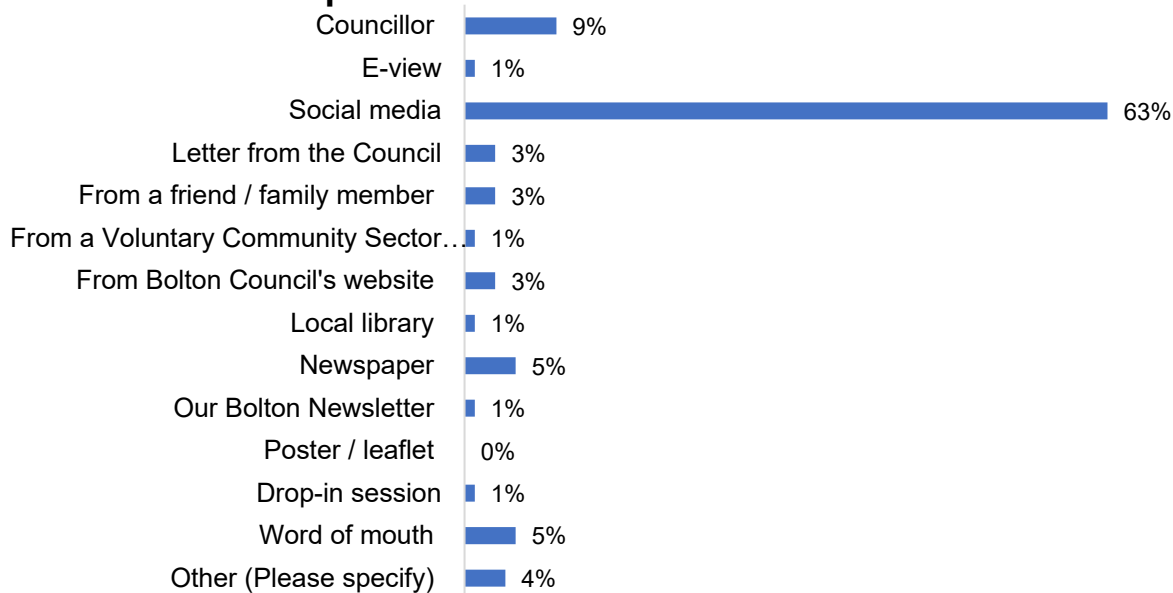


Base: 462

12i. Awareness of the consultation / survey

Respondents were asked how they found out about the consultation / survey. The medium seeing the highest level of engagement is social media (63%), followed by Councillors (9%).

How respondents found out about the consultation



Base: 486

Of the 18 people that responded 'other', 16 provided other responses, including:

- *"Phil Brickell"*
- *"Facebook page"*
- *"Popped on google"*
- *"Bolton Council staff news"*
- *"Manchester evening news"*
- *"At work from my line manager."*
- *"This was at Horwich Leisure Centre reception"*
- *"A friend picked up some copies from the local library"*

13. Report Summary

Between 4th September and 16th October 2025, the Council ran a public consultation, seeking to engage residents and local businesses in sharing their views on the two proposed options for investment into Winter Hey Lane, Horwich.

A public survey was conducted to gather stakeholder views on the proposal, alongside two drop-in events in Horwich and a total of six hours of door knocking on Winter Hey Lane and Lee Lane. During the consultation period, a comprehensive communication plan was implemented, including targeted communications with Elected Members, local businesses and community groups.

492 responses to the consultation were received, including 10 official business responses. A formal response from an MP was also received. Qualitative feedback was also collected via door knocking. An overwhelming majority of resident and stakeholders engaging in the consultation were based in the West of



Bolton (92%), particularly from Horwich South (271) and Horwich South and Blackrod (129). 92% of respondents stated they did not attend a drop-in event.

Most respondents work full-time (51%) or are retired (22%), 27% have a caring responsibility and 18% stated they were impacted by a long-term condition. 63% of respondents became aware of the consultation through social media. There were several comments mentioning Facebook in particular.

Respondents were asked how they travel through Winter Hey Lane, of which 88% drive and 70% walk or wheel. Respondents stated that they primarily use Winter Hey Lane for shopping in local businesses or dining out (88%) and commuting through (54%) or to socialise / exercise (37%).

Current reflections of Winter Hey Lane centred around: the local businesses and community value for Horwich, traffic and parking issues, significant challenges with safety and accessibility and criticisms of its aesthetics. When asked to consider previous closures of Winter Hey Lane e.g. for roadworks or events, respondents raised comments on traffic, community benefits, impacts on residents and the impacts on local businesses, people with disabilities or young children.

The **response to option 1** was opposition overall. There was more disagreement than agreement that option 1 could achieve all aims intended for Horwich Town Centre. Most concerns centred around traffic, parking, infrastructure and space for events and community. Concerns about cycling infrastructure and impacts to local businesses were also prevalent. Over half of respondents could not present potential opportunities of option 1 for Horwich or showed opposition to the proposal. Impacts to less mobile residents were often raised, with parking and the ability to be dropped off at the door of local businesses being mentioned often.

For **option 2**, there was higher support, despite there still being opposition to the proposal overall. At least 38% of respondents agreed that all aims intended for Horwich Town Centre would be achieved by option 2. Respondents raised that option 2 presented opportunities for events and community space, as well as impacts on local businesses, safety, accessibility and pedestrianisation. Traffic was the most common challenge raised by respondents, followed by impacts to local businesses, safety, accessibility and pedestrianisation.

Option 2 (37%) had a higher level of agreement than option 1 (24%), in that it would meet the aspirations of the Horwich Masterplan. However, over half of respondents disagreed that either option would meet the aspirations of the Masterplan. 65% of respondents think that there has been at least some level of improvement from the projects completed so far. Though stakeholders revealed mixed opinions about Station Park, there was overall support for the Health and Leisure Centre, despite some residents outlining barriers in accessing the facilities. There was a minority of respondents who have no experience with the



sites listed in the Masterplan. Other areas that stakeholders reflected on included comments about the additional assets required in Horwich and challenges with highways infrastructure.

Respondents, predominately residents, were asked to consider alternative solutions for the lane or wider Horwich area, of which a significant outlined further disagreement with the proposal. Stakeholders raised highways challenges and solutions, the commercial and visitor economy, parking, challenges with the public realm and impacts to residents, particularly those with disabilities. A minority outlined possible adaptations to the proposal.

Overall, most respondents did not like either option (58%), though a third of respondents preferred option 2 (33%). For both options, it was raised that alternative spaces for community events could include Station Park. Impacts of either option on disabled people, elderly people, and young children were highlighted throughout the consultation, with both pros and cons outlined, particularly around accessibility, the impacts to surrounding streets and parking.

The response from local businesses represented a minority of responses and was mixed overall, with some celebrating the potential improvements for Horwich, and others opposing both proposals. Challenges with delivery, loading and customer access were raised by businesses.

**Have
your
say...**



Winter Hey Lane

We're inviting anyone who uses Winter Hey Lane to have their say on how it can be improved.

Online

Find details and a short survey at
bolton.gov.uk/consultations

Or scan the QR code.



SCAN ME



In person

See proposals, ask questions and give your feedback at:

- **Horwich Library, 12pm to 4pm**
Thursday 11 September
- **Horwich Leisure Centre, 4pm to 7pm**
Wednesday 17 September

For a paper copy of the survey or support completing it, call

01204 334875

Consultation ends Thursday 16 October

**Bolton
Council**

Appendix B – Feedback from door knocking

Feedback from businesses on Winter Hey Lane and Lee Lane

#1

- One way a much-preferred option, with the existing road layout proving to be a hazard for all customers – cyclists cited as an issue along pavements
- Parking required close to Winter Hey Lane – suggestion of use of a shuttle bus from St George's Park to bring people into the area
- Said that the area “could thrive” if done well

#2

- Greater parking provision required for businesses along Winter Hey Lane
- Feels lucky that they are not reliant on footfall, and people need to effectively book out the time to visit their type of shop – otherwise, they feel they would not attract passers-by, as the area is not pedestrian friendly

#3

- In favour of pedestrianisation option, even though it would result in a longer journey time as a shop owner
- More broadly, Horwich seems to be completely quiet after 1pm each day – so anything to improve this would be welcome

#4

- Generally saw both options as a non-starter, as roadworks would make things worse on both Chorley New Road and Chorley Old Road
- Although pedestrianisation may be slightly favourable, it has been tried before and didn't work – so there is some scepticism around this
- Greater car parking provision is the priority – either through land by the park, or land to the rear of the cobblers shop

#5

- Simply not enough cyclists to warrant a cycle lane – while pedestrianisation has been tried before and didn't work

#6

- Shared written feedback with the council directly
- Slight preference towards pedestrianisation, but concerns that it didn't work in the past
- Explained that the junction with Lee Lane – as it currently is – does not work, and is a potential death trap for pedestrians

#7

- Greater parking provision required for businesses along Winter Hey Lane
- Suggestion that businesses should be afforded a set number of car parking permits, in order to keep numbers of cars used for parking by businesses to a minimum

#8

- Hadn't heard about the consultation period through a mailout, but have subsequently confirmed receipt of additional information, which has been shared on the local traders' chat WhatsApp
- Did not directly express support for one option over another, noting that businesses along Winter Hey Lane would more likely be directly impacted.

Appendix C- Consultation drop-in event photos



Appendix D – Response from local business

Pet
winter Heylane
consultation

Dear Sir/madam 20 Sept 25

thank you for your
letter concerning making
winter Heylane etc pedestrianized

I own a shop on
winter Hey lane and I
would strongly object to
these proposals.

In the 90's I owned a
shop at the top of winter Hey
lane and that was
pedestrianized at the top.
guess what it absolutely
killed trade

personally I don't think
it a good idea

The same would happen
again

So I strongly object
Yours faithfully

Appendix E – Formal consultation response from MP



HOUSE OF COMMONS

LONDON SW1A 0AA

Malcolm Fairhurst - Senior Engineering Manager
Asset Management, Highways Design & Construction
Highways and Engineering Division
Bolton Council
3rd Floor, Paderborn House
Le Mans Crescent
Bolton
BL1 1UA

16th September 2025

Dear Malcolm,

On Friday 12th September, I held a drop in for businesses to express their views to me on the Winter Hey Lane proposals.

Overall, the consensus of local businesses is that they feel any of the current proposals would be detrimental to their business and to Horwich as a whole.

Concerns were expressed that any form of pedestrianisation or one way system would impact the surrounding roads and make them more dangerous. As you will be aware, both Chorley New Road and Chorley Old Road suffer with congestion. Any change to Winter Hey Lane would push traffic towards other roads such as Victoria Road and onto side streets off Winter Hey Lane

There were also concerns regarding emergency services being able to access both the North and South of the town if the road was changed. If vehicles are accessing side roads this would make it more difficult for services to respond at speed to an emergency. This has already been shown when temporary traffic lights are in place.

Businesses felt that pedestrianisation may help some of the local cafes, but other businesses would lose passing trade. They were also concerned about deliveries and how HGVs would be able to turn around if there are people milling about in the pedestrianisation zone. Many of the shops have deliveries throughout the day as they aren't large shops like supermarkets who can accept deliveries in the evening.

I asked businesses directly, what would be the best use of resource to improve Horwich? There was a consensus that Horwich Town Centre could benefit from the money being spent on other things such as CCTV, additional parking and public toilets. Whilst I'm aware that CCTV would have a knock-on effect to the Revenue Account, and the money proposed to be spent is from the Capital Budget, there may be a way to work with the Town Council to make this a reality.

Businesses are more concerned about anti-social behaviour and parking. Whilst businesses do not want restricted hours at the local car parks, they have seen a huge drop in parking spaces since the new Horwich Health Centre opened and the old multi-storey was torn down. This is an issue which I would be keen to explore with you.

Some businesses also expressed concern regarding the zebra crossing and its visibility to drivers. Their experience of the crossing is that drivers often ignore it possibly due to its location close to side roads. There is also a feeling that a pedestrian phasing on the lights at the top of Winter Hey Lane with Lee Lane could be beneficial. This is included in the proposals and something that some businesses are keen to see.

There appears to be a view that some public realm improvements such as plants and trees would make the area more inviting as well as more regular removal of weeds from the pavements.

The official format of the consultation would not allow me to express businesses concerns in a meaningful way which is why I have written this letter. Please accept this as a formal response to the consultation on behalf of local businesses.

Yours sincerely,



Phil Brickell MP
Bolton West

CC Nick Peel – Leader of Bolton Council



Winter Hey Lane Consultation

Background information

Have your say on improvements to Winter Hey Lane, Horwich

Following local consultation in 2020, a masterplan was devised for Horwich to guide long-term regeneration. The masterplan identifies key challenges and opportunities for Horwich and outlines six Key Development Proposals (KDPs).

Since the launch of the Horwich Masterplan, a Health Hub has been created, Hampson Street has been refurbished and the Old Station Park has undergone improvements. One of the KDPs included a proposal to remodel 'the Lanes'. This consultation forms a part of the next phase of the masterplan: investing in the Lanes.

Bolton Council is proposing to make improvements along Winter Hey Lane for pedestrians, cyclists and businesses for the next phase of the masterplan. Two options have been developed for consultation and the proposed changes would include wider footways, resurfacing, more cycle parking and new crossings on the side roads.

We are keen to understand whether the outlined options for the next phase of the masterplan would have an impact on local businesses and residents.

This survey is open from **4th September** to **16th October 2025**.

We invite you to give your views on the two options outlined in the consultation proposal document in this questionnaire. Please read the background documents for more information:

www.bolton.gov.uk/directory/13/consultations/category/195

Your views will be considered alongside other information to help Bolton Council decide whether to go ahead with the proposals or not.

Your response - keeping your data safe

Most questions are optional; just miss out any that you don't want to answer.

The results of this consultation may be made public. If you're responding as an individual you won't be identified in any report as your responses will be anonymised and grouped with those from other people.

If you're responding in an official capacity your response may be published but no personal details will be included.

Any personal data you provide will be held securely, in line with our retention schedule and privacy policy:

www.bolton.gov.uk/data-protection-freedom-information/privacy-notice

We use Snap Surveys professional software to collect and process your data. Snap Surveys Ltd. follow the UK General Data Protection Regulation, and their privacy policy can be found by following this link:

www.snapsurveys.com/survey-software/privacy-policy-uk/.

Winter Hey Lane

This section aims to understand the current usage of Winter Hey Lane.

1. How do you currently travel through Winter Hey Lane?

☐ Drive ☐ Walk / Wheel ☐ Cycle ☐ Other

2. If 'other', please specify.

3. How do you currently use Winter Hey Lane? Choose all that apply.

☐ Work in a business there	☐ Volunteer there in a community group
☐ Commute through e.g. for work, running errands	☐ School drop-off / pick-up
☐ Live on Winter Hey Lane or nearby	☐ Socialising / Exercising
☐ Shopping in local businesses / Dining out	☐ Other

4. If 'other', please specify.

5. How would you describe your experience of Winter Hey Lane in one sentence?

6. When Winter Hey Lane has closed in the past for roadworks or events, e.g. Horwich Rox Music Festival, how has this had an impact on you / your family?

Proposal option 1- One way with contraflow cycle lane

A summary of the proposed changes for option 1 can be found below. You can find additional details in the consultation proposal document.



Option 1

1. Winter Hey Lane is made one-way westbound from Lee Lane to Chorley New Road for general traffic.
2. A contraflow cycle lane allows cyclists to travel eastbound, as shown in the image above. Cycle lane to be separated from the carriageway with light segregation, which could be planters or other attractive measures, as shown in the bottom image.
3. The stepped kerb is replaced with a linear rain garden, which is kerbed on the carriageway side, and has seating on the footway side.
4. A new zebra crossing is provided across Winter Hey Lane (between Emmett Street and Canada Street).
5. Side road crossings across all adjoining side roads which meet Winter Hey Lane.
6. Opportunities for low level planting and street trees.
7. Surfacing and public realm improvements along the length of the street.
8. Additional cycle parking facilities and benches.

7. **To what extent do you agree that this proposal option will achieve the following aims in Horwich town centre?** For more information, see page 1 of the consultation proposal document.

	Strongly agree	Agree	Disagree	Strongly disagree	No opinion / Not applicable
Creating a people-priority space	☐	☐	☐	☐	☐
Celebrating local businesses	☐	☐	☐	☐	☐
Opportunities for greening	☐	☐	☐	☐	☐
Maintaining loading access	☐	☐	☐	☐	☐
Ensuring access for all	☐	☐	☐	☐	☐
An uplift to the public realm	☐	☐	☐	☐	☐
Creating opportunities for community events and activities	☐	☐	☐	☐	☐

8. Please explain your reasoning here.

9. What are the potential opportunities for Horwich with this proposal?

10. What are the potential challenges for Horwich with this proposal?

Proposal option 2- Pedestrianisation from St. John Street to Lee Lane

A summary of the proposed changes for option 2 can be found below. You can find additional details in the proposal document.



Option 2

1. Winter Hey Lane is pedestrianised between St John Street and Lee Lane, allowing access for loading only during certain hours.
2. Space for flexible business, pop-up activity (like markets) or social space using the pedestrianised area.
3. Two-way access for vehicles is maintained between Chorley New Road and St John Street.
4. A new zebra crossing is provided across Winter Hey Lane (between Emmett Street and Canada Street).
5. Side road crossings across all adjoining side roads which meet Winter Hey Lane.
6. Opportunities for low level planting and street trees.
7. Surfacing and public realm improvements along the length of the street.
8. Additional cycle parking facilities and benches.
9. The stepped kerb is replaced with a linear rain garden, which is kerbed on the carriageway side, and has seating on the footway side.

11. **To what extent do you agree that this proposal option will achieve the following aims in Horwich town centre?** For more information, see page 5 of the consultation proposal document.

	Strongly agree	Agree	Disagree	Strongly disagree	No opinion / Not applicable
Creating a people-priority space	☐	☐	☐	☐	☐
Celebrating local businesses	☐	☐	☐	☐	☐
Opportunities for greening	☐	☐	☐	☐	☐
Maintaining loading access	☐	☐	☐	☐	☐
Ensuring access for all	☐	☐	☐	☐	☐
An uplift to the public realm	☐	☐	☐	☐	☐
Creating opportunities for community events and activities	☐	☐	☐	☐	☐

12. Please explain your reasoning here.

13. What are the potential opportunities for Horwich with this proposal?

14. What are the potential challenges for Horwich with this proposal?

Proposal options

15. Which proposal option do you prefer?

- ☐ Option 1 - one-way traffic with a contraflow cycle lane
- ☐ Option 2 - pedestrianisation between St. John Street and Lee Lane
- ☐ I do not like either option
- ☐ Not sure

16. If you do not like either option, please outline any alternative suggestions for the redevelopment of Winter Hey Lane.

The Horwich Town Centre Masterplan is a key regeneration project to enhance the economic prospects of Horwich by providing a clear strategy for growth, helping to future proof the town by building on its existing qualities and assets and promoting new activities, so that its full potential as a thriving town can be realised.

Winter Hey Lane is at the heart of Horwich. The masterplan proposal is to improve the pedestrian experience (and safety) through remodelling of the highway and public realm.

17. How far do you agree that the options outlined meet the aspirations of the masterplan?

	Strongly agree	Agree	Disagree	Strongly disagree	Not applicable / No opinion
Option 1 - one-way traffic with a contraflow cycle lane	☐	☐	☐	☐	☐
Option 2 - pedestrianisation between St. John Street and Lee Lane	☐	☐	☐	☐	☐

18. If you have further comments about the proposal options, please use this space here.

Masterplan

The Horwich Town Centre Masterplan included a number of interventions that were to be taken forward. So far the new Health & Wellbeing Centre, Hampson Street refurbishment and improvements to Station Park have been completed.

19. Do you think the projects implemented so far have improved Horwich?

☐ Yes ☐ Partly ☐ No ☐ No opinion / not sure

20. Please explain your reasoning.

Your interest

21. How did you find out about this consultation? Please select one option.

- | | |
|--|--|
| ☐ Councillor | ☐ Letter from the Council |
| ☐ E-View newsletter | ☐ From a friend/family member |
| ☐ From a Voluntary, Community Sector Organisation | ☐ From Bolton Council's website |
| ☐ Local library | ☐ Newspaper |
| ☐ Our Bolton Newsletter | ☐ Poster |
| ☐ Social media | ☐ Drop-in session |
| ☐ Word of mouth | ☐ Other (please specify) |

22. If 'other', please specify.

23. Did you attend any of the drop-in sessions for the consultation?

- ☐ Yes ☐ No

24. If 'yes', what were your key takeaways from the drop-in session?

25. Which of the following best describes you / your family's interest in this consultation?

- ☐ Live in Bolton borough [Bolton Council area]
- ☐ Work in Bolton borough
- ☐ Study / have children at school in Bolton borough
- ☐ Visitor to Bolton
- ☐ Official response from Parish / Bolton borough Councillor / Elected Member
- ☐ Official response from a business / organisation / community group. You must have their permission to submit an official response on their behalf
- ☐ None of the above - please explain below

If 'none of the above', please say what your interest is

If applicable, please say which ward, business organisation or community group you represent

If applicable, please say what your role is - in what official capacity do you represent the ward, business, organisation or community group?

26. If you are representing a business / organisation, how could the proposals outlined in the consultation impact your business / organisation?

About you

Your answers in this section help us make sure that we are getting views from different people. They will **not** be used to contact or identify you.

27. Please give your full postcode

28. How do you identify?

☐ Female

☐ Male

☐ Identify in another way

29. Which most closely describes you?

☐ Employed full time [30 hours or more a week]

☐ Employed part-time [up to 30 hours a week]

☐ Self employed / freelance

☐ Unemployed, available for work

☐ Unable to work because of sickness / disability

☐ Full time student

☐ At home, looking after family

☐ Retired

☐ Other - please explain below

If 'other' please explain

30. Which age group are you in?

- ☐ Under 18
☐ 25 - 34
☐ 45 - 54
☐ 65 - 74
☐ 85 or over

- ☐ 18 - 24
☐ 35 - 44
☐ 55 - 64
☐ 75 - 84

31. Do you look after, or give any help or support to family members, friends, neighbours or others who need help because they have a long-term physical or mental ill-health / disability, or have problems relating to old age?

Please don't count anything you do as part of paid employment.

- ☐ No
☐ Yes, 1-19 hours a week
☐ Yes, 20 - 49 hours a week
☐ Yes, 50 or more hours a week

32. Are your day-to-day activities limited because of a long-term physical or mental health condition / illness?

- ☐ Yes, limited a lot
☐ Yes, limited a little
☐ No

33. What is your ethnic group?

- ☐ White British
☐ White other
☐ Mixed or Multiple ethnic group
☐ Asian or Asian British
☐ Black, Black British, Caribbean or African
☐ Other ethnic group

Please post to: Freepost RTTT-YTEL-YSXS, Consultation & Engagement Team, 2nd Floor, Town Hall, Victoria Square, Bolton, BL1 1RU.

