

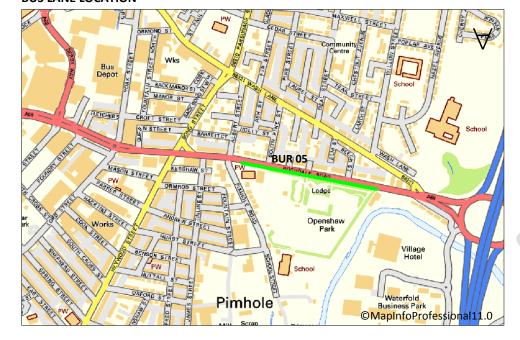
# BURY A58 ROCHDALE ROAD, BURY WESTBOUND APPROACHING PIMHOLE ROAD

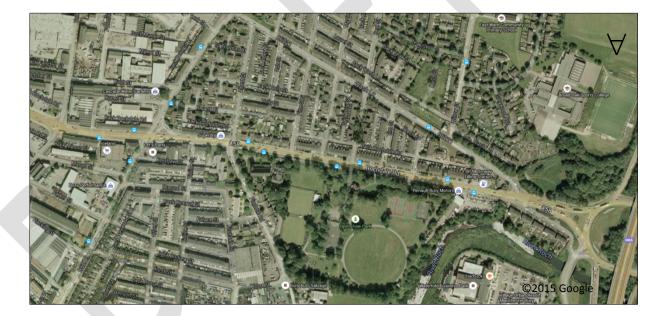
**REVIEW DATE**: 01 June 2015 **REVIEW BY**: Peter Bramwell, Maria Simpson, David Nixon, lan Lord

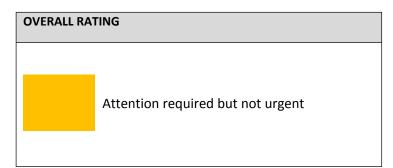
DISTRICT: **MEASURE:** With-flow bus lane Bury REFERENCE: BUR 05 **EXEMPTIONS:** Cycles & Taxis LOCATION: A58 Rochdale Road DAYS/HOURS OF OPERATION: Mon-Fri 7-10am-4-7pm TRO STATUS: TRO received from Bury Council AREA: Unsworth START POINT: 22 metres east of the easterly TRO DATE: 27/09/10 kerbline of Pimhole Road **END POINT:** 370 metres in an easterly SPEED LIMIT: 30mph direction **KEY ROUTE NETWORK:** YES DIRECTION: Westbound LENGTH (MTRS): 370

EXISTING HIGHWAY CONTEXT / LAYOUT	BACKGROUND/HISTORY OF INSTALLATION
Major arterial route into Bury Town Centre from the east and	Installation March 1996
M66 Jnc 2.	The Rock shopping centre opened: 16 July 2010
Residential frontages.	• Croft Lane long term closure: 16 June 2014 – 20 February 2015
Buses struggle to get into the bus lane due to queuing traffic on	
Wash Lane and surrounding motorway junctions.	
• Traffic queues back from Heywood Street past the bus lane.	
<ul> <li>Bus lane hours of operation are considered correct.</li> </ul>	
• Market days increase traffic volume, Saturday traffic queues in 2	
lanes through bus lane.	
• Bus operators have requested Saturday bus lane operation.	
Bus lane reduces queuing capacity.	
<ul> <li>Trip generators: Bury Market, Bury Town Centre</li> </ul>	

### **BUS LANE LOCATION**







TRAFFIC MASTER DAT	TRAFFIC MASTER DATA (2013-2014 DATA)													
	Route	Description	Sample Size T2	Total Journey Time Secs	Total Distance Miles	Minutes Per Mile	Speed MPH							
AM PEAK	BUR 05	A58 Rochdale Rd, Pimhole Road to Beech Street	24791	64.58655	0.312378	3.445964	17.41167							
INTER PEAK	BUR 05	A58 Rochdale Rd, Pimhole Road to Beech Street	56804	47.20725	0.312378	2.518705	23.82177							
PM PEAK	BUR 05	A58 Rochdale Rd, Pimhole Road to Beech Street	20660	69.13481	0.312378	3.688632	16.26619							



TRAFFIC COUNT DATA – 01/07/2015									
BUR 05 – A58 ROCHDALE ROAD J/W WASH LANE									
Time Period*	Total No. of Vehicles								
0800-0900	1168								
1630-1730	1149								

<sup>\*</sup>Time period is selected based on available data at review date

## BLUETOOTH DATA UNAVAILABLE FOR ROUTE

		ILS & FREQUENCIES	C: 101	F 104	22.00	24.00	02:00	22.00	24.00	25.00	05:00	27.00	22.00	22.00	12:00	11.00	12:00	12.00	11:00	15.00	15:00	17.00	10:00	10.00			on 31 Janua	<del></del>	_
Short Service ID	Full Op Name	Places Served	Start Stop Location	End Stop Location	00:00- 00:59	01:00- 01:59	02:00- 02:59	03:00- 03:59	04:00- 04:59	05:00- 05:59	06:00- 06:59	07:00- 07:59	08:00- 08:59	09:00- 09:59	10:00- 10:59	11:00- 11:59	12:00- 12:59	13:00- 13:59	14:00- 14:59	15:00- 15:59	16:00- 16:59	17:00- 17:59	18:00- 18:59	19:00- 19:59	20:00- 20:59	21:00- 21:59	22:00- 22:59	23:00- 23:59	To 2
Monday to Friday					T		T	T		T			Ţ `				T	T		T					T	Ī	T	7	
Friday																												+	+
				Manchester																									+
X35A	First	Manchester - Bury - Walmersley Limited Stop	Stevenson Square	Road/Bass Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldha m St	Bury Interchange	0	0	0	0	0	1	3	7	6	6	6	6	6	6	6	6	5	4	5	3	2	2	2	1	
461B	Rosso	Norden - Bamford - Heywood - Summit - Bury	Norden Way/Edenfield Road	Bury Interchange	0	0	0	0	0	0	0	2	1	1	1	1	1	1	1	0	1	0	0	0	0	0	0	0	
471	First	Rochdale - Sudden - Bury - Breightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	1	3	9	6	6	7	6	7	6	7	6	6	6	5	2	2	2	2	2	
471	First	Rochdale - Sudden - Bury - Breightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				TOTAL	0	0	0	0	0	3	6	18	13	13	14	13	14	13	14	12	13	12	11	5	4	4	4	3	
Saturday																													T
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldha m St	Bury Interchange	0	0	0	0	0	0	2	3	3	6	6	6	6	6	6	6	6	6	5	3	2	2	2	1	
461B	Rosso	Norden - Bamford - Heywood - Summit - Bury	Norden Way/Edenfield Road	Bury Interchange	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	
471	First	Rochdale - Sudden - Bury - Breightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	0	2	5	4	7	7	6	6	6	6	6	6	6	5	2	2	2	2	2	
				TOTAL	0	0	0	0	0	0	4	9	8	14	14	13	13	13	13	13	13	12	10	5	4	4	4	3	
Sunday																													
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldha m St	Bury Interchange	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
471	First	Rochdale - Sudden - Bury - Breightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	0	0	0	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
				TOTAL	0	0	0	0	0	0	0	0	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	
<u>Bank</u> Holiday																													
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldha m St	Bury Interchange	0	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	
471	First	Rochdale - Sudden - Bury - Breightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	0	0	0	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
				TOTAL	0	0	0	0	0	0	0	0	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	



#### **DESKTOP REVIEW COMMENTS (24/07/2015)**

- Known queues particularly related to the motorway junction and signalised junction locations in the vicinity.
- Hours and days of operation need to be reviewed. The location is the main route into Bury Town Centre from the east and appears to be busy on Saturdays as well as mid-week peak times.
- Green Times:

BUS LANE REF	ТҮРЕ	SITE NO.	ARM	AM GREEN TIME (s)	PM GREEN TIME (s)
BUR 05	PUFFIN		A58 Rochdale Road, Westbound	60 (if peds appear every cycle, otherwise longer)	100

## OPERATOR COMMENTS (15/07/2015)

- This bus lane is seen as critical.
- Outbound buses also struggle where there is no bus lane provision.
- Potential that Saturday should be included in the days of operation, previously requested.
- Taper at the start of the bus lane is too tight.
- The signalised junction is the issue causing delays, not the bus lane the location is still extremely busy when the bus lane is not in operation (weekends).
- The pedestrian crossing is in a dangerous position at Pimhole Road, due to left turning vehicles out of Pimhole Road going round the bus.
- Option potential to ban the right turn movement into the petrol station and force traffic to use Wash Lane instead.

#### ON SITE REVIEW COMMENTS (29/06/2015)

- Upstream features:
  - M66 motorway roundabout (signal controlled)
- Downstream features:
  - Heywood Street signalised junction
  - Significant amount of time given to side roads, interfere with each other
- Signing / Consistent with TRO:
  - Incorrect taper at start, too short
  - Not currently enforced
- Bus stop locations:
  - Bus stops in bus lane and at the end
- Correct bus lane length for successful operation:
  - Ideally start earlier but no highway space
- Overall effectiveness:
  - 1. Taper (at start) needs to be standard length
  - 2. Check UTC signal linking
  - 3. Reduce length at start to provide more space for queuing off motorway
  - 4. Explore options for improving capacity of Heywood Street junction
- District comments:
  - Previous operator requests for operation on Saturdays
- Heywood Street downstream (signal controlled) which is the dictating factor on capacity
- Queuing back to motorway roundabout, on Saturdays and off-peak Wednesdays there are 2 lanes of solid traffic when bus lane is not in operation
- Two Puffin crossings along section, have SCPs and heavy demand at peak times
- Buses have difficulties getting into bus lane as queue goes past the bus lane start
- No queuing after Heywood Street
- Heywood Street junction over saturated
- Strong political support for bus lane removal.

#### **RECOMMENDATIONS (16/07/2015)**

- Whilst there are clearly evident issues of congestion in this area, the bus lane is valued by the operators and there is no clear evidence that its removal would lead to a significant improvement, bearing in mind the congestion which is apparent on Saturdays when the bus lane is in operation.
- Look at amending taper to be 1:10 layout allows traffic to queue in x2 lanes increasing the capacity.
- The pedestrian crossings and Heywood Street signalised junction need to be reviewed to check whether any amendments can be made however at the workshop it was agreed that overall more investigation is required to understand the main problem at this location this is likely to require micro-simulation signal modelling.