

BURY
A58 ROCHDALE ROAD, BURY
WESTBOUND APPROACHING PIMHOLE ROAD

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

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

NB. All TRO information provided by Local Authority

EXISTING HIGHWAY CONTEXT / LAYOUT	BACKGROUND/HISTORY OF INSTALLATION
<ul style="list-style-type: none">Major arterial route into Bury Town Centre from the east and M66 Jnc 2.Residential frontages.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.Bus lane hours of operation are considered correct.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.Trip generators: Bury Market, Bury Town Centre	<ul style="list-style-type: none">Installation March 1996The Rock shopping centre opened: 16 July 2010Croft Lane long term closure: 16 June 2014 – 20 February 2015

BUS LANE LOCATION



OVERALL RATING
<div></div> Attention required but not urgent

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

*Time period is selected based on available data at review date

BLUETOOTH DATA UNAVAILABLE FOR ROUTE

BUS SERVICE DETAILS & FREQUENCIES

Note: Based on 31 January 2015 timetable

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	Total 24	
Monday to Friday																														
X35A	First	Manchester - Bury - Walmersley Limited Stop	Stevenson Square	Manchester Road/Bass Lane	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldham St	Bury Interchange	0	0	0	0	0	1	3	7	6	6	6	6	6	6	6	6	6	5	4	5	3	2	2	2	1	83
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	0	10
471	First	Rochdale - Sudden - Bury - Brightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	1	3	9	6	6	7	6	7	6	7	6	6	6	6	5	2	2	2	2	2	91
471	First	Rochdale - Sudden - Bury - Brightmet - 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	0	1
				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	189	
Saturday																														
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldham St	Bury Interchange	0	0	0	0	0	0	2	3	3	6	6	6	6	6	6	6	6	6	6	5	3	2	2	2	1	77
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	0	10
471	First	Rochdale - Sudden - Bury - Brightmet - Bolton	Rochdale Interchange	Bolton Bus Station	0	0	0	0	0	0	2	5	4	7	7	6	6	6	6	6	6	6	6	5	2	2	2	2	2	82
				TOTAL	0	0	0	0	0	0	4	9	8	14	14	13	13	13	13	13	13	13	12	10	5	4	4	4	3	169
Sunday																														
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldham 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	2	1	31
471	First	Rochdale - Sudden - Bury - Brightmet - 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	2	33
				TOTAL	0	0	0	0	0	0	0	0	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	64
Bank Holiday																														
163	First	Manchester - Middleton - Darn Hill - Bury	Piccadilly/Oldham 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	2	1	31
471	First	Rochdale - Sudden - Bury - Brightmet - 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	2	33
				TOTAL	0	0	0	0	0	0	0	0	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3	64

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	TYPE	SITE NO.	ARM	AM GREEN TIME (s)	PM GREEN TIME (s)
BUR 05	PUFFIN	490	A58 Rochdale Road, Westbound	60 (if peds appear every cycle, otherwise longer)	100

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.

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.

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.