

# A56 Bury New Road Potential for Permanent Cycle Lanes Survey

A survey by Walk Ride Prestwich and  
Whitefield to support any application by  
Bury MBC for DfT COVID 19 funding

Walk Ride Prestwich & Whitefield June 2020

# Purpose

Following the COVID-19 outbreak the Department for Transport announced £225 million of Emergency Active Travel funding for infrastructure and £25 million for cycle repairs. £45million will be released as soon as possible so that work can begin at pace. Bury MBC has the opportunity to put forward schemes for immediate funding for cycle journeys replacing public transport as part of a joint GMCA proposal.

Proposals must be swift and meaningful plans to reallocate road space. They should include strategic corridors and pop-up segregated cycle lanes are eligible. Walk Ride Prestwich and Whitefield strongly believe that the A56 Bury New Road from the Salford border to the M60 J17 roundabout is an excellent candidate and should be put forward in the GMCA proposal.

This report is the result of a survey of the route north and southbound on 2 June 2020. It contains:

- views on the current cycle infrastructure,
- ideas for immediate improvements
- comments in green on pavements where vegetation is encroaching and narrowing the footway

# General proposal concept

Cycle lanes currently exist on A56 but they are discontinuous and, except for sections at the north end of the route, not segregated from vehicular traffic. The general proposal is that:

- New pop-up cycle lanes should be added to give a continuous route north and south bound
- Cycle lanes should be protected through light segregation by wand orcas immediately
- Some re-marking of roads, generally at junctions
- Removal of a small number of parking and loading bays
- Longer term more physical infrastructure interventions to make the lanes permanent

95% of the proposals could be implemented immediately; there are only a small number of treatments that require some civil works (identified in red) to modify pavements or kerbs.

# Northbound: Salford border to M60 J17



Cycle lane ends at the Salford / Bury border

Double yellow lines stop parking.

**Treatment:** Continue cycle lane as pop-up with light segregation



Just into Bury vegetation encroaches onto the pavement narrowing the footway.

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Drops to single yellow outside Kosher Deli – which has its own car park and Lidl is opposite.

**Treatment:** Implement pop-up cycle lane with light segregation

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Pavement widens but limited scope to use for cycle lane as it appears to contain utilities

Parking can be an issue here as only single yellow

**Treatment:** Implement pop-up cycle lane with light segregation, double yellow 24 hour parking restrictions

**Longer term:** Could pavement be used to create loading bays/ short term parking if business protest when cycle lane graduates to permanent?

A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Double yellows return just before George St

**Treatment:** Implement pop-up cycle lane with light segregation

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Cycle lane returns by the deli. Pavement looks like it houses telephone cables and other utilities towards the edge. Bollards – to stop parking, ramraiding?

**Treatment:** Implement pop-up cycle lane with light segregation

**Longer term:** Investigate potential for section of fully segregated cycle lane?



## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Cycle lane continues north to Barnfield Park

**Treatment:** Implement pop-up cycle lane with light segregation

**Longer term:** Investigate potential to continue section of fully segregated cycle lane?



Cycle lane narrows and ends before bus top and entrance to property just short of Hilton Lane. Stop was observed being used by a bus passenger during survey.

**Treatment:** Continue cycle lane as pop-up cycle lane with light segregation. White lining for road traffic needs redesigning with right turning lane for Scholes Lane starting later and separate right turn reservoir for Woodhill Drive to create the 'kink' that provides the space to continue the cycle lane.

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Hilton Lane / Scholes Lane Junction

**Treatment:** Improve road markings to delineate the cycle route clearly across the junction



From Hilton Lane to Butterstile Lane two lanes of traffic then merge. No cycle lane in place.

**Treatment:** Implement pop-up cycle lane with light segregation.

Care needed at Butterstile Lane junction – paint carriageway or similar to make cycle lane obvious for turning traffic into and out of Butterstile Lane.

Need to account for bus stop near junction in design.

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



On towards St Ann's Road junction

**Treatment:** Implement pop-up cycle lane with light segregation.



Vegetation overhanging into pavement and narrowing available footway.



Approach to St Ann's Road junction, poor surface.

**Treatment:** Implement pop-up cycle lane with light segregation. Re mark main carriageway to one lane. Continue light segregation past junction – double yellow markings already in place so adding cycle lane not an impediment.

**Longer Term:**

- Junction resurface and new white lining for a cycle lane and one traffic lane in each direction plus Southbound right turn into St Ann's Road
- Toucan push buttons



Continuing north potential pinch point opposite Aldi. Specialist tree drainage in new footway. Parking and loading bays.

**Treatment:** Implement pop-up cycle lane with light segregation. Remove bays

**Civil works to narrow the pavement slightly may be needed because of right turning reservoir for Aldi may constrain the space for a cycle lane**

**Longer term:** Consider encroaching into pavement area to take away pinch point if not done as part of initial treatment.

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Continuing north: Specialist tree drainage in new footway. Parking and loading bays.

**Treatment:** Implement pop-up cycle lane with light segregation. Remove bays



## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Continuing north: Maybe tight for cycle lane through the crossing

**Treatment:** Implement pop-up cycle lane with light segregation.

**Longer Term:** Consider widening cycle lane if too narrow through the crossing – doesn't look like there is any tree drainage to contend with.



Continuing north: narrow footway. Loading bays and bus stop.

**Treatment:** Implement pop-up cycle lane with light segregation. Remove bays

**Longer Term:** Consider if Longfield Development can assist in creating a better layout



Approaching Chester St / Fairfax Rd junction

**Treatment:** Implement pop-up cycle lane with light segregation. Reduce to one lane of traffic.

Note: To reduce potential traffic delays southbound banning right turn into Clifton Road is proposed with cycle filter.



Northbound opposite Marks and Spencer

**Treatment:** Implement pop-up cycle lane with light segregation. Reduce traffic to one lane

**Longer term:** Make cycle lane fully segregated



After Kingswood Road a two-way segregated cycle way exists but is difficult to join!

**Treatment:** Refurbish and make northbound only\* and construct access across pavement to cycle way.

\* need to consider if southbound is still required, but if cycleway is to take cycles off main road then northbound only might be best

**Longer Term:** Swap pavement and cycleway over keeping cycle lane segregated and adjacent to main road.



Cycleway broken by entrance/exit of KFC

Need to consider what is safe here – a swerve of the cycle lane so it is adjacent to the give way line is not the best solution in the interim before swapping the cycle way and pavement.



Tesco's junction – cycleway ends and has vegetation encroaching

Unsatisfactory in present state and unlikely to be used by most cyclists because of delay with ped crossings and kerbs. Low cost quick minimum intervention is least attractive option.

**Treatment:** Minimum is to highlight cycle route with current infrastructure

**Better treatment:** Re-jig junction to incorporate with flow cycle route – this may also mean reorganizing the left turn into Tesco's from Bury New Road. **Civil works required.**

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Cycleway continues past TGIs and Premier Inn and ends at Shell Garage.

Not clear what the boundary line of the Shell Garage is. It looks like the cycleway may have once continued past the service station as the pavement is similar and wide enough. Route ends at the island with No Cycles sign!

Cyclists observed using the motorway roundabout.



A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



# Southbound from M60 J17 to Salford border



Path to the side could lead to an alternative 'quiet cycle route' to centre of Prestwich via Highfield Road?



Ramp from motorway crossing emerges near Fast Lane

A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Unclear if this is cycleway, no signs but surface is similar to that on northbound and further south.



Crosses Willow Lane with dropped kerb and signed cycleway begins

**Treatment:** Restore cycle way as a direct and straight route

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Stanhope Court traffic signals (opposite Tesco) dismount sign.

Not clear what happens to cycleway on service road

**Treatment:** Identify service road as cycle route **and improve kerbs**

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Service road ends

Southbound cycle lane starts just before Marks and Spencer

**Treatment:** Southbound

- (a) Could put temporary cycle lane on main road, join at Stanhope Avenue – possible safety problem with cars turning into M&S?
- (b) Take space on pavement for segregated lane to M&S – there doesn't appear to be utilities apart from one cover

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Existing Cycle lane past M&S

**Treatment:** Implement light segregation.

**Longer Term:** Consider junction layout – road narrows to one traffic lane (see next page)



Cycle lane disappears after Fairfax Road until just after mainline merges from two lanes to one. Right turning traffic into Clifton Road can cause queues and block safe path to the cycle lane when it starts again at Poppythorn Lane.

Note tree drainage precludes taking any of the footway.

**Treatment:**

- Implement pop-up cycle lane with light segregation.
- Ban right turn into Clifton Road – potential filter by making one way (to Bury New Road) – contraflow lane for cyclists? [This would fit with WRPW Heaton Park to Prestwich Clough cycle route proposal]. Traffic to Clifton Road would need to turn at the light into Chester Street, potential waiting restrictions or double yellow lines on Clifton Rd between junction with Chester St and Junction with Gardner Road.



## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Cycle lane continues with double yellow lines past Red Lion, Aldi, Church Institute and ends at St Mary's Close.

**Treatment:** Implement light segregation.

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey

Note: Vegetation narrows footway between St Mary's Close and St Mary's Road, perhaps by 50%.





St Mary's Close to St Ann's Road traffic signals

**Treatment:** Implement pop-up bike lane with light segregation to St Ann's Road junction. Highlight with paint when passing St Mary's Road. White lining may need revision to prevent traffic delays due to right turning traffic (see also below)

**Longer Term:**

- Junction resurface and new white lining for a cycle lane and one traffic lane in each direction plus Southbound right turn into St Ann's Road
- Toucan push buttons

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



St Ann's Road junction

Cyclists can often be seen using the ped crossing to cross the road to get to St Mary's Park from St Ann's Road (and vice versa) and to make turning movements.



South of St Ann's Road – poor road surface

**Treatment:** Implement pop-up cycle lane with light segregation.

**Longer Term:** Resurface and include permanently segregated lane

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Cycle lane starts just south of Charlton Avenue

**Treatment:** Implement pop-up cycle lane with light segregation to existing cycle lane and continue with light segregation to Scholes Lane junction.

Light Segregation should be obvious opposite end of Butterstile Lane.

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Approach to Scholes Lane / Hilton Lane – cycle lane becomes painted.

**Treatment:** Implement light segregation.

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Double yellow lines but no cycle lane, two traffic lanes merge into one.

**Treatment:** Implement pop-up cycle lane with light segregation. Re mark main carriageway to make merge into one lane for traffic earlier to make space for cycle lane.

**Longer Term:** Make full segregation so that there is no chance of cyclists being delayed by the merging traffic.



## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



The current merge and start of cycle lane.

If vegetation was cut back a wider pavement could be constructed.

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Cycle lane continues to zig-zags of Kings Road pedestrian crossing.

Visibility of traffic signal slightly impaired by telegraph pole – is pole still required?

**Treatment:** Implement light segregation.

## A56 Bury New Road: Potential for Permanent Cycle Lanes Survey



Kings Road junction and past the bus stop, poor surface

**Treatment:** Implement pop up cycle lane with light segregation.

**Longer term:** It is understood that this junction is to be signalized as a result of the Mountheath housing development. A cycle friendly layout catering for turning movements into George St and Kings Road should be implemented.



Bury / Salford Border

**Treatment:** Continue pop-up cycle lane with light segregation from Kings Road to merge with Salford cycle lane.