

Transport Technical Note

Project	Pyramid Park, Bury	Project No	14111
Subject	Transport	Date	22 April 2024
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INTRODUCTION

Objective

- 1.1 This technical note is intended to provide an initial high level review of the transport elements for Pyramid Park, Bury.

The site

- 1.2 The site is located directly south of Bury Town Centre and is currently public open space. On site, pyramid structures are present, and a former pond was situated in the central/eastern section of the site. The B6218 crosses the site from approximately 3m above in the east, the site is bound by buildings and car parks to the north, a residential area to the east, Bury college to the south and further buildings to the west. In addition, a railway line borders the site to the south and west, and the current use of the line to the west is for Metrolink trams.
- 1.3 The nearest postcode for the site is BL9 0EQ and the approximate National Grid Reference for the centre of the site is 380500 E, 410315 N.
- 1.4 Bury Metropolitan Borough Council is the Local Planning Authority (LPA) for the site and act as the Lead Local Flood Authority (LLFA) for the area.

Proposed development

- 1.5 Bury Metropolitan Borough Council is the Local Planning Authority (LPA) for the site and act as the Lead Local Flood Authority (LLFA) for the area.

TIMELINE OF DISCUSSIONS WITH BURY COUNCIL AND STAKEHOLDERS

Various discussions with the representatives from Bury Council's Highways, Active Transport, Parking, Structures, Drainage Departments. In addition to this AECOM representative has been included in discussions for their input on the Market Street Active Transport project.

- 2.1 22 January 2024 Highways, Bridge and Parking Meeting
- Market St bridge current and future maintenance requirements inc. future easement
 - Market St Active Travel highways works
 - Drainage requirements of new access road and any other drainage considerations
 - Sharing method/materials proposed for the supporting structure/embankment
 - Clarification of Access Road width specification to ensure the design can accommodate future cyclists/pedestrians and appropriate handrails
 - Sharing of Market St junction design to ensure adequate visibility splays and net impact on parking bays

2.2 01 February 2024 Meeting

Highways/junction plans at the entrance to Pyramid Park (on Market St) take in to account the programme and activity on the active travel scheme further down Market St.

2.3 06 February 2024 Design Package Shared

Campbell Reith Shared Design Package with Bury Council containing Highways and Retaining wall info

2.4 08 February 2024 Meeting

Active Travel design including removal of car parking spaces and how this will inform the proposed size/encroachment of the junction at Pyramid Park and accommodate a seamless cyclist provision to and from the housing development on to Market St.

2.5 20 February 2024 – Meeting

Campbell Reith has now sent different materials options for the proposed retaining wall and access road in to Pyramid Park (off Market St), please can we reconvene our meeting to review the options and shortlist a preferred option prior to submitting the infrastructure planning application.

2.6 29 February 2024 – Meeting

AECOM to send Campbell Reith the cad designs and CR will respond with some tie in designs for the belmount, cycle path, curb and footways solution. If these can be progressed to an agreeable standard and we'll reconvene and finalize.

2.7 05 March 2024 – Meeting

Highways

-Turning head side arm – existing design is still not compliant. Please see guidance from Paul and redesign for next meeting. Barish/Luke

-Access road design with shared cycle way – share design with Chris Wilkinson to check compliance

-Active travel – Barish/Luke liaising with Steve Brace at Aecom on Active travel design to ensure Pyramid Park junction and cycle way 'ties in' to the latter scheme. For the infrastructure planning app, Paul advises to present 2 options; one with Active travel and one without (to cover the eventuality the latter doesn't go ahead, albeit unlikely).

-Access road design to avoid use of grass verges, but leaves room for restraint barrier – Barish/Luke

- 2.8 07 March 2024 – Shared Design Package with Bury Council containing Highways and Retaining wall info with updated visibility splays, turning radii and other related Highway standards

SUMMARY OF TRANSPORT DESIGN

- 3.1 Following discussions with Bury Council the required standards were implemented and can be summarized below

Visibility Splays

- 3.2 25m Visibility Splays for 20MPH road in accordance with DMRB achieved at the proposed junction

Forward Visibility and Ramp Gradient

- 3.3 1 in 20 long fall achieved on ramp over approximate distance for 130m , the first 13.7m metres of the road from the market street junction is horizontal

Road Width / Typical Cross Section

- 3.4 2.75m Lane Widths – Total Road Width 5.5m
3.5 Footway western side – 2m with a further 1m working width for VRS
3.6 Non vegetated verge on eastern side – 0.6m set back for VRS with a further 1m working width

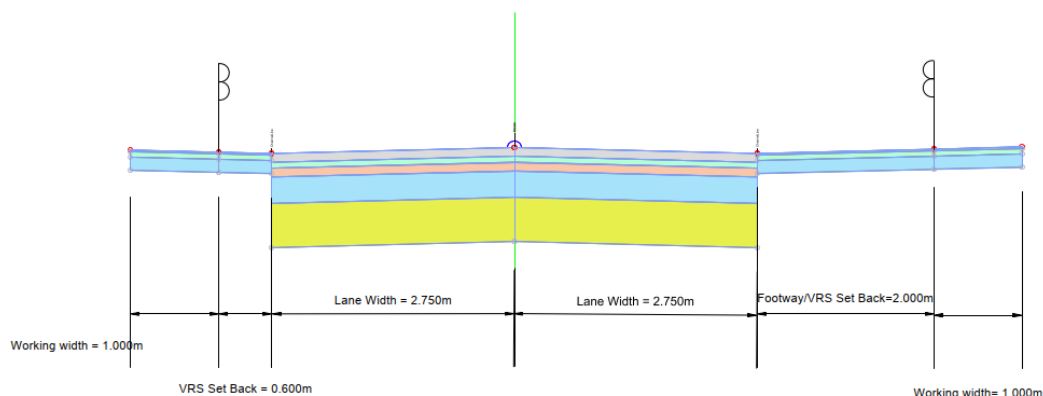


Figure 1 Typical Road Cross Section

Turning Head Requirements

- 3.7 Turning head compliant with Bury Standard Detal SD38/8

Swept Path Analysis

- 4.1 Proposals have been tracked using a 12m Rigid Truck which does not encroach parking spaces to make turn

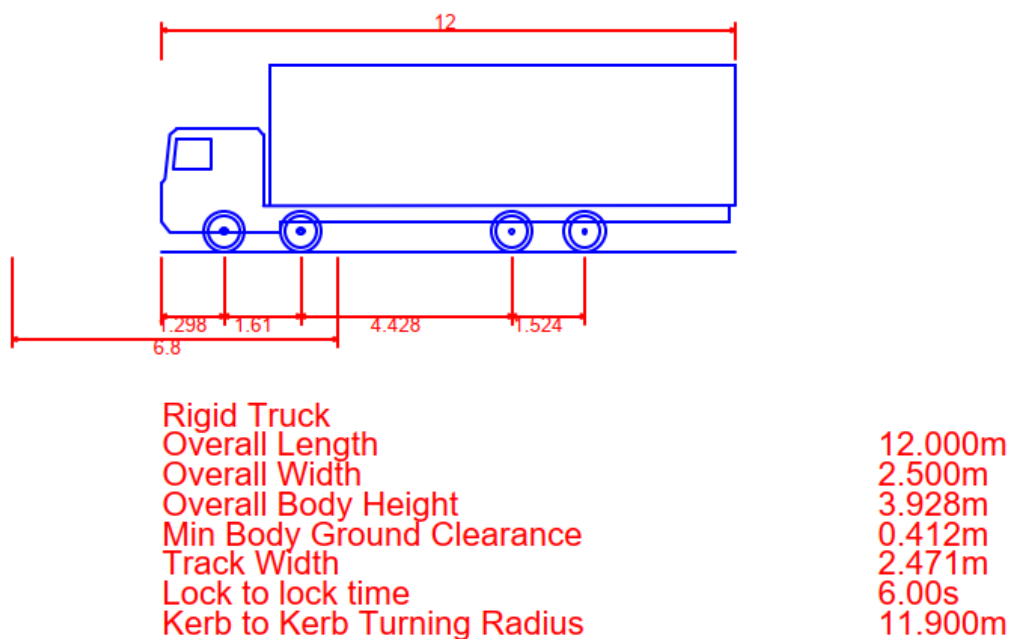


Figure 2 Rigid Truck Dimensions

CONCLUSION/FURTHER WORKS

- 5.1 This technical note provides an initial high level review of the highways discussions carried out between Campbell Reith and Bury Council and how the Highway Standards have been implemented into the design
- 5.2 The meeting note demonstrate discussions with Bury Active Transport and AECOM regarding an Active Transport project along Market Street, for this reason two Highways options have been produced. This enables the Pyramid Park junction works to progress in either eventuality; that the Active Transport scheme is Constructed or not, this is dependent on further programming works and design by Bury Council.