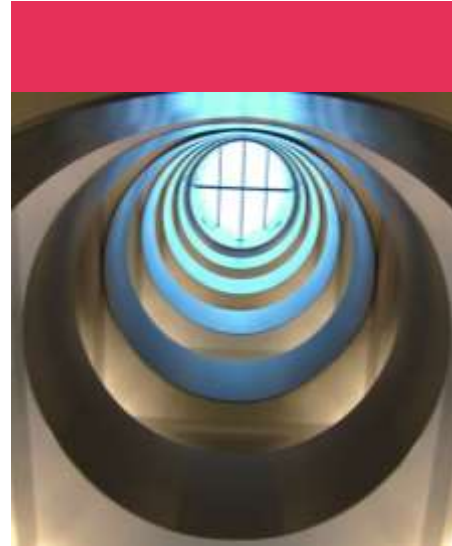


Bath Street – New Highway Access, Liverpool

Transport Statement

Curtins Ref: B064095/TS
Revision: Final_ Rev D
Issue Date: 14 May 2018

Client Name: Peel Holdings



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Revisions:

04/12/2017 - Revision A – Updated scheme detail and information

08/12/2017 - Revision B – Updated scheme detail and descriptions

11/05/2018 – Revision C – Further junction impact assessment

14/05/2018 – Revision D – Minor report amendments for Final Issue

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Drawings

- 64095_CUR_00_XX_DR_TP_06003_P02 - Refuse Swept Path
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- PL1470.GA.331.1- Temporary Scheme with Existing Bath St
- PL1470.GA.332.1- Permanent Scheme with Existing Bath St

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Peel Holdings to provide traffic and transportation advice in relation to a proposed new connection linking William Jessop Way (WJW) and Bath Street in Liverpool.
- 1.1.2 The requirement for this new connection has been identified in response to the ongoing redevelopment of Princes Dock as part of the delivery of Liverpool Waters and the Princes Dock Neighbourhood Masterplan (PDNMP), an imminent phase of which will create the potential for conflicting vehicular activity along William Jessop Way.
- 1.1.3 This new connection is part of the 'City Link Square' providing high quality public space, footways and cycle access to, through and around the site and the benefits to improved links between the proposed new Cruise Liner terminal, Princes Dock developments along William Jessop Way, the waterfront and the city.
- 1.1.4 The new connection, which is the subject of this planning application, has been designed to be able to function as a temporary vehicular route for the public as a means of accessing the current premises to the southern end of WJW whilst construction work progresses at a series of development plots along the northern section of WJW.
- 1.1.5 The permanent scheme which also falls under this permission proposes a new connection designed to function as a pedestrian and cycle link to the city once the developments along William Jessop Way have been constructed.
- 1.1.6 The proposed link is able to evolve as described above either with or without the proposed highway improvement scheme which is aspired to be delivered by Liverpool City Council (a phase of the LCC Connectivity scheme). The connection to the LCC Connectivity Scheme would further heighten the quality of the route being provided for pedestrians and cyclists.
- 1.1.7 That particular phase of the LCC Connectivity includes the realignment of and amendments to The Strand and Bath Street. This aspect will be discussed further within Section 3 of this report.

1.2 Purpose of This Report

- 1.2.1 This Transport Statement (TS) has been written in order to consider the new highway link and the associated impacts of both the temporary and permanent scenarios upon the surrounding area from a traffic and transportation perspective.

1.3 Scope of the Report

1.3.1 Following pre-application meetings at which LCC Highways were party to, a scope of this report was discussed and agreed to contain the following:

- A description of the highway network in the vicinity of the site;
- A description of the proposed changes to the current highway layout near to the site by LCC;
- A summary of the development proposals and how they improve the existing pedestrian and cycle access in the area;
- A summary of the junction assessment results of the new connection onto Bath Street; and
- Commentary on the highway impact associated with the development proposals.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.4.2 The development proposals summarised in **Section 3**, including the proposed amendments to the existing highway network and access arrangements.

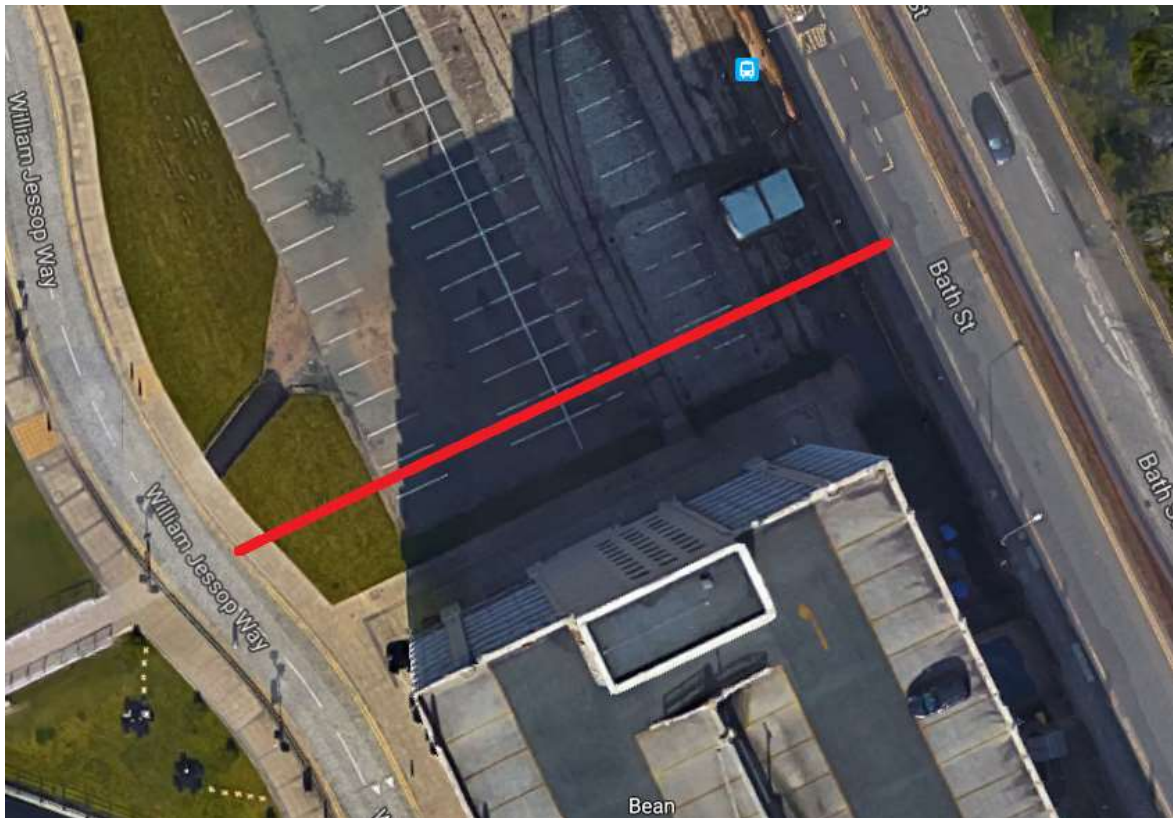
1.4.3 **Section 4** outlines the traffic impact of the proposed changes to existing highway network and the results of the junction assessment and traffic re-routing.

1.4.4 The report is summarised and concluded in **Section 5**.

2.0 Existing Highway Layout

2.1 Site Location

- 2.1.1 The proposed new pedestrian and vehicular link which would connect WJW and Bath Street is located in an area of vacant land which sits immediately to the north of the existing multi-storey car park that is accessed from WJW. To the immediate north of the proposed new link lies a series of currently unoccupied future development plots, which are to be developed over the coming few years likely starting during Q1 of 2018. The below image shows the location of the proposed new link, as denoted by an indicative red line:



- 2.1.2 The land to the north is shown as marked parking bays but at the time of writing this report the area was not in use for parking.

2.2 Existing Use

- 2.2.1 As noted above, the application site currently comprises undeveloped vacant land which is used by pedestrians to gain access to and from Bath Street/ WJW via an inconspicuous gate through the dock wall. The wall currently is a barrier for movement for pedestrians, cyclists and vehicles due to the limited number of opportunities to pass through the line of the wall.

2.3 Surrounding Highway Network

William Jessop Way

- 2.3.1 The western extent of the proposed new highway access will connect to WJW north of the existing multi-storey car park/ Bean coffee shop building.
- 2.3.2 WJW is a two-way road with a single lane in each direction and has a typical width of approximately 6m. The road is subject to a 30mph speed limit with footways and street lighting provided along the western side of the carriageway and footway on the eastern side.
- 2.3.3 In the vicinity of the new access, WJW currently benefits from a series of pedestrian facilities including dropped kerbs and tactile paving to facilitate crossing and a pedestrian footbridge across Princes Dock.
- 2.3.4 At its northern extent, WJW connects to Princes Parade (at a priority T-junction) and then the route extends eastwards towards a roundabout junction at Bath Street/ Waterloo Road. WJW is currently a cul-de-sac and therefore, at its southern end, WJW does not provide a vehicular through route - only providing access to the existing units along WJW along with a small amount of parking and a turning circle for taxis/ servicing vehicles in this area.

Bath Street

- 2.3.5 The proposed new link would connect onto Bath Street, just past the northern end of the existing multi-storey car park/ Bean coffee shop.
- 2.3.6 Bath Street, at the proposed location of the connection described above is formed of two separate carriageways each having a typical width of approximately 5.5m. The carriageway which runs closest to the dock boundary wall is a single lane and carries northbound traffic, the other carriageway has two lanes and sits at a higher level, carrying southbound traffic. There is a low retaining wall separating the two carriageways. Traffic heading in each direction is subject to a 30mph speed limit and there is a footway and street lighting provided along the western side of the carriageway.
- 2.3.7 Bus stops are located on Bath Street, serving the southbound and northbound carriageways, with the closest being located within 15m of the access junction. This bus stop will need relocating as a result of the introduction of this new link and its associated new junction onto Bath Street.

3.0 Development Proposals

3.1 Introduction

- 3.1.1 This Transport Statement has been prepared in order to support a proposed new pedestrian/cycle and vehicle connection between WJW and Bath Street. The ultimate aim of this new link is to significantly enhance the pedestrian and cycle connections between Princes Dock and the city.
- 3.1.2 The new vehicular connection would exist in a temporary configuration to assist with the enabling of nearby planned development before being converted to its permanent state as a pedestrian and cycle connection in order to achieve the ultimate aim described above.
- 3.1.3 During the consideration of the proposed design of this new link, LCC's future aspirations to deliver amendments to the Strand and to Bath Street were borne in mind. LCC's proposals include:
- Diverting southbound traffic from Bath Street onto a new link road through the King Edward Estate.
 - Converting the current southbound carriageway on Bath Street for use by northbound traffic.
 - Creating a new dedicated cycle and pedestrian route within the highway space occupied by the former northbound traffic lane (those cycle and pedestrian routes will cross the new link road).
- 3.1.4 The temporary and permanent layouts for the proposed new link road which will connect Bath Street with WJW are described further in the next sections of this report.

3.2 Temporary Layout

- 3.2.1 The temporary layout is designed to provide two-way access via the northbound carriageway of Bath Street into the southern areas of WJW, serving premises which include the multi-storey car park and the Malmaison Hotel while the northern section of WJW becomes closed to general traffic.
- 3.2.2 This will enable the northern section of WJW to be used for construction access purposes when the adjacent development plots are being delivered.
- 3.2.3 The proposed temporary layout of the new link is shown on Drawing **PL1470.GA.331.1- Temporary Scheme with Existing Bath St.** The drawing shows the proposed left-in and left-out junction arrangement on Bath Street and the newly aligned route to and from the multi-storey car park. The carriageway is proposed to be approximately 6.75m in width. The drawing provided shows the swept path for large car movements in and out. The design has not been over designed for rigid HGV access as this movement will be infrequent. Drawing **64095_CUR_00_XX_DR_TP_06003_P02** & **64095_CUR_00_XX_DR_TP_06004_P02** has been appended to show that the design can cater for large refuse vehicles as well as achieving the required visibility distance of 43m comfortably.

- 3.2.4 Under the temporary proposals, which again is the primary focus of this planning application, there will be a footway on the southern side of the new link with dropped tactile paving at the Bath Street junction to facilitate safe crossing for cyclists and pedestrians. This provision would provide a connection to the bus stop on Bath Street and would be a DDA compliant alternative to using the current gateway in the boundary wall accessed by steps and crossing rough ground.
- 3.2.5 As part of the temporary design, the existing bus stop along Bath Street will be required to be moved south, this is shown upon drawing **64095_CUR-00_XX_DR_TP_06005_P01**. The permanent location of the bus stop will be decided by Liverpool City Council. This drawing also shows the potential location of a pedestrian crossing as well as the implementation of water bollards along two sections of Bath Street to reduce the road width and speeds along this section of highway. The road width would be reduced to 3.65m with the full road width being available from the bus stop and further beyond the new vehicle egress to ensure larger vehicles can still access and egress.
- 3.2.6 The provision of the water bollards would as mentioned above be put in place to encourage reduced speeds along Bath Street. The bollards would also be used to ensure that drivers from the north do not attempt to try to cut down Bath street to the new access or for those heading north to perform a U-turn to head south.

3.3 Permanent Layout

- 3.3.1 The permanent layout discussed below will see the removal of vehicular traffic from the new link. The design is able to link with the existing layout of Bath Street.
- 3.3.2 The permanent design of the proposed new link will see the removal and physical prohibition of vehicular traffic and will become a shared space for pedestrians and cyclists only in order to promote the connection of the area with the city on the other side of New Quay (often more generally referred to as The Strand).
- 3.3.3 The permanent scenario can be delivered with or without the LCC Connectivity scheme. However, the provision of a crossing point for pedestrians and cyclists along Bath Street (due to the split level of the two carriageways) would only able to be realised once the current southbound traffic movement is removed and re-routed onto Great Howard Street. The provision of the permanent layout does not impact the functioning of Bath Street, which could maintain the current arrangement if the Connectivity scheme is not implemented.
- 3.3.4 Prior to the new link operating as a pedestrian and cycle only route from Bath Street, the northern section of WJW will be reopened to general traffic use in order to ensure two-way access is maintained for all current and future premises served from WJW.

- 3.3.5 The provision of this high quality pedestrian and cycle connection to and from Princes Dock will enhance the accessibility and attractiveness of the area. It is felt that this will particularly assist with the pressures of the additional development in the area associated with Liverpool Waters development plots will benefit greatly from this connection.
- 3.3.6 The proposed permanent link design is shown on drawing **PL1470.GA.332.1- Permanent Scheme with Existing Bath St.**

4.0 Traffic Impact

4.1 Introduction

- 4.1.1 The proposed temporary scenario for the new link which connects WJW and Bath Street will see two-way traffic movements associated with vehicles accessing the multi-storey car park, Malmaison Hotel, Bean Coffee Shop and the day nursery. The permanent scenario under these proposals will have no motor vehicle use along the new link; with only pedestrians and cyclists being permitted to use the link.
- 4.1.2 Therefore, it is the temporary scenario that has been focussed upon for the purposes of the traffic modelling presented below.

4.2 Traffic Surveys

- 4.2.1 Traffic surveys were undertaken on Tuesday 9th May 2017 at 16:30 – 18:00 and Wednesday 10th May 2017 08:00 – 09:30 to quantify the existing traffic using WJW. The counts were undertaken at a point along WJW just to the north of the existing public footway bridge across Princes Dock in order to capture the levels of traffic which are currently associated with the premises at the southern end of WJW (i.e. the traffic which would use the new link during the temporary scenario).
- 4.2.2 The classified vehicle surveys were conducted in 15-minute intervals over these hour and a half periods, which were identified as being the peak periods along WJW from analysis of historic count data.
- 4.2.3 Information has also been provided from Amey on behalf of LCC for traffic baseline traffic levels along Bath Street which has been used for the below Picady assessment. New surveys of the Bath Street traffic could not be carried out due to the ongoing road works and road closure on Great Howard Street.
- 4.2.4 The proposals will involve temporary re-routing of vehicles accessing the existing multi storey car park (MSCP), Malmaison Hotel, Bean Café and the crèche. The forecast future re-distribution and assignment of this traffic under the temporary scenario has been agreed with LCC.
- 4.2.5 From the traffic counts undertaken a method of re-routing the impacted traffic was agreed with Highway Officers at LCC after the production of document *B064095/TN -001 - Bath Street – New Highway Access, Liverpool: Technical Distribution Note*. As stated within the note, the morning peak hour inbound traffic recorded on William Jessop Way at a cordon just to the north of the MSCP building was 309 vehicles. Within the TN referred to above, this figure was interrogated using journey to work data with an agreed 72% of this traffic would be re-routed and would use the St Nicholas place junction to approach Bath Street. This totalled 222 vehicles and therefore this figure was utilised during the modelling process discussed below.

4.2.6 Potentially therefore, 222 car trips with a destination of the southern section of William Jessop Way (including the MSCP, Malmaison Hotel, Bean Café and the crèche) in the AM Peak (08:00-09:00) could reroute from northern origins. These could access the southern end of William Jessop Way via New Quay using the St Nicholas Place to U-turn southbound to northbound into New Quay before exiting into Bath Street and turning left into the new access link road. Some of these car trips in reality may find alternative routes avoiding this U-turn movement or indeed some drivers may seek alternative parking facilities in the city and therefore the 222 car trips would represent a robust assumption.

4.2.7 LCC have requested assessment of this potential traffic impact at St Nicholas Place and this is presented following the PICADY results at the new link junction with Bath Street.

4.3 Picady Results

4.3.1 The Picady assessment has been undertaken using Junctions 8 modelling package. Results refer to the Ratio of Flow to Capacity (RFC) and queue length predicted on each arm of the junction. An RFC of 1.00 indicates that the arm in question is operating at its theoretical capacity, whilst an RFC of 0.85 or less indicates that the arm is operating within its practical capacity.

4.3.2 Following analysis of the traffic survey data, it was determined that the AM peak period on the highway network occurred between 08:00 and 09:00, whilst the PM peak occurred between 17:00 and 18:00. These peak hours have therefore been used as the basis for this assessment.

4.3.3 The flows for these periods can be found within the modelling outputs for the Picady assessment to the rear of this document.

4.3.4 As there is no new development associated with this new link under the temporary scenario, the link will only serve the existing traffic needs. Therefore only the existing traffic volumes have been assessed.

4.3.5 The below table shows the results for the proposed connection between WJW and Bath Street, in terms of the forecast operation of the new priority junction under the temporary scenario.

Arm	2017 existing traffic – New Junction	
	RFC	Queue
AM Peak		
Bath Street Northbound (A to C)	0.00	0
New Connection Outbound (B to C)	0.69	2
PM Peak		
Bath Street Northbound (A to C)	0.00	0

Arm	2017 existing traffic – New Junction	
	RFC	Queue
New Connection Outbound (B to C)	0.68	2

Table 1 – Picady Results

- 4.3.6 As can be seen from the above table, the priority junction on Bath Street associated with the proposed new link connection is not forecast to have any capacity issues. The modelling suggests that queues would not exceed 2 vehicles in either of the peak periods and both RFC figures are below the threshold capacity ratio of 0.85.
- 4.3.7 The traffic signal control of the upstream junctions along The Strand corridor (New Quay) results in platoons of traffic being released along the northbound carriageway of Bath Street in the location of this proposed new link. This platooning of the traffic ensures that considerable gaps exist for traffic on the minor arm to emerge and join the mainline flow.
- 4.3.8 Further north along Bath Street, these platoons are diluted by the presence of the roundabout at the current entrance into Princes Dock. At this roundabout, during peak times, the northbound flow is more constant and so less gaps are prevalent. As a result, queuing does currently occur along WJW to varying degrees depending upon the daily conditions.
- 4.3.9 In consideration of the above, whilst the proposed new junction on Bath Street associated with the new link may in reality experience queues which exceed those forecast by the Picady model, it is suggested that any such queuing at the new junction will be less significant than the current conditions at the roundabout to the north.
- 4.3.10 A further benefit of the introduction of the temporary operation of the new link road is the fact that as a result far less traffic will be entering and exiting Princes Dock from the existing roundabout on Bath Street. This will enhance traffic movements from Princes Parade and will enable the road network to better cope with the construction traffic associated with the various development projects in this area.
- 4.3.11 Therefore, the proposed new link has the potential to deliver a betterment to the future traffic conditions where all existing traffic and construction traffic would be expected to cope using the single roundabout access into WJW without any new highway interventions.

4.4 Traffic Impact at St Nicholas Place

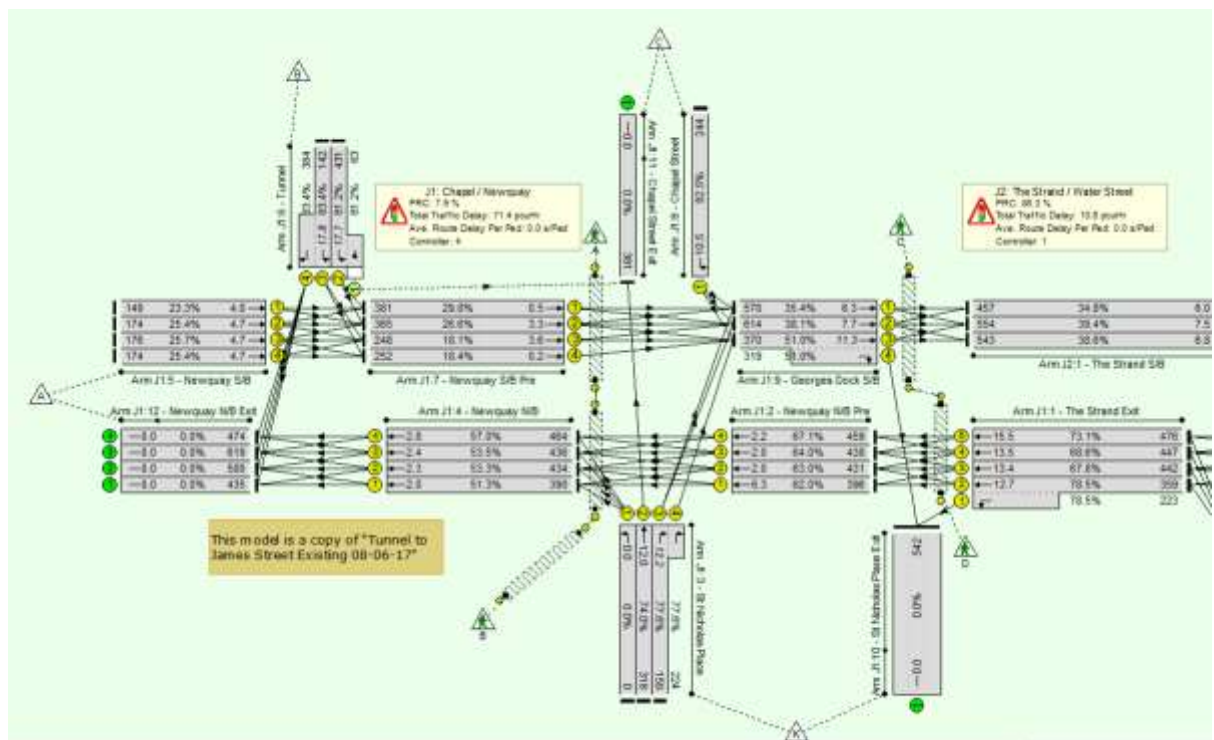
- 4.4.1 As discussed in section 4.2, the traffic impact of the worst-case scenario was 222 car trips making a U-Turn at St Nicholas Place and this has been assessed using LinSig models supplied by LCC.
- 4.4.2 Two LinSig models have been supplied:

- Do Minimum – The exiting layout along The Strand, and
- Do Something – The proposed connectivity reconfiguration of The Strand.

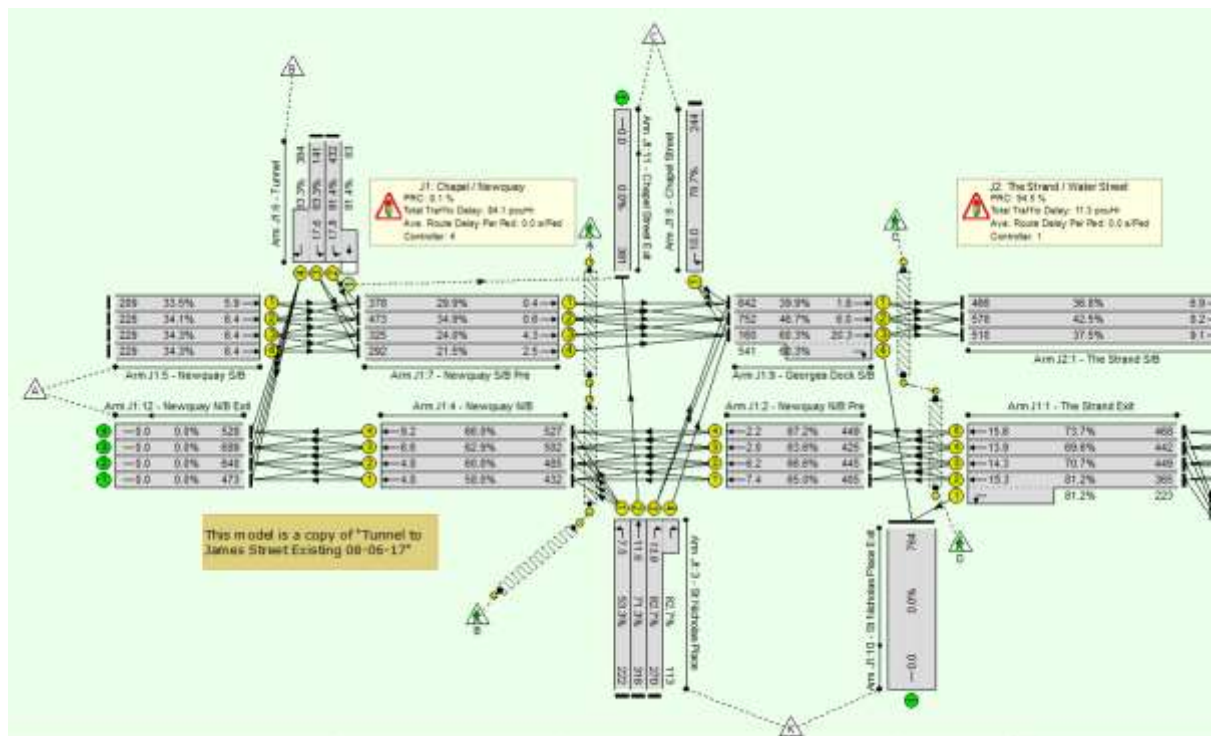
4.4.3 The assessment has been made by adding these 222 trips to the year 2020 AM peak traffic in each of the two LinSig models.

4.4.4 The results are presented in the images below.

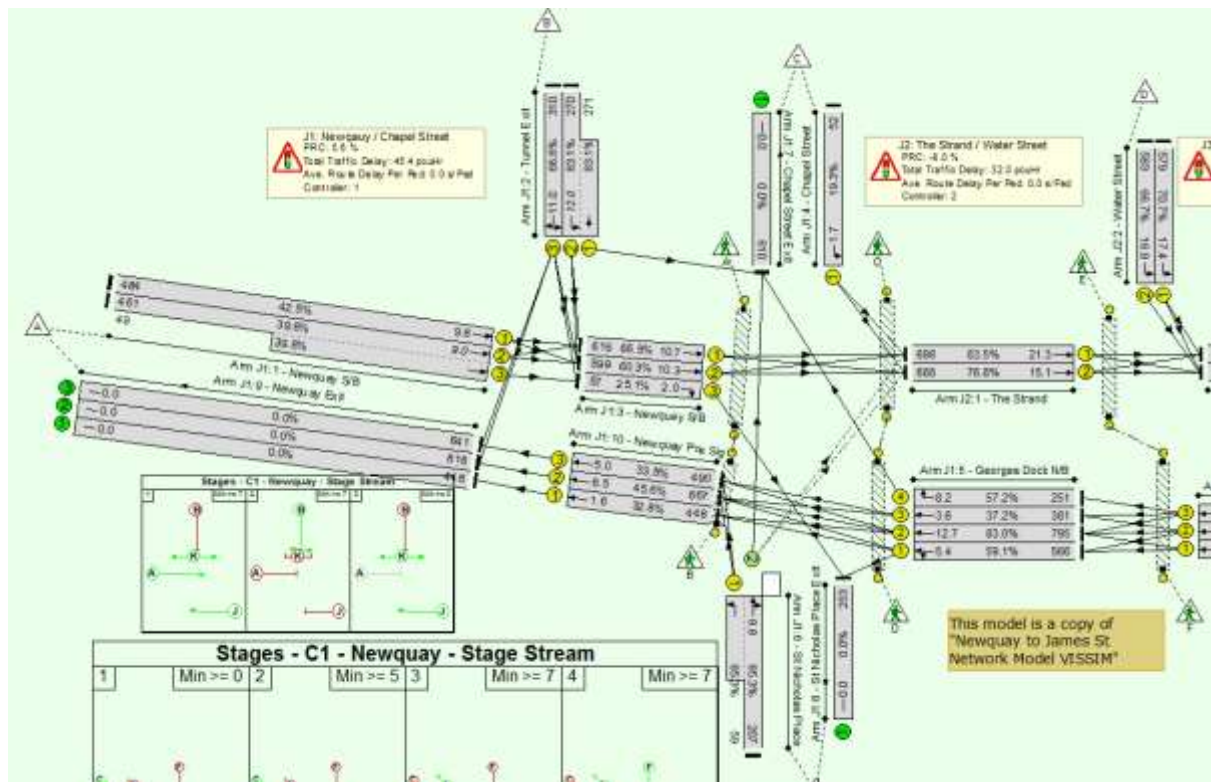
4.4.5 Existing layout 2020 AM Do Minimum:



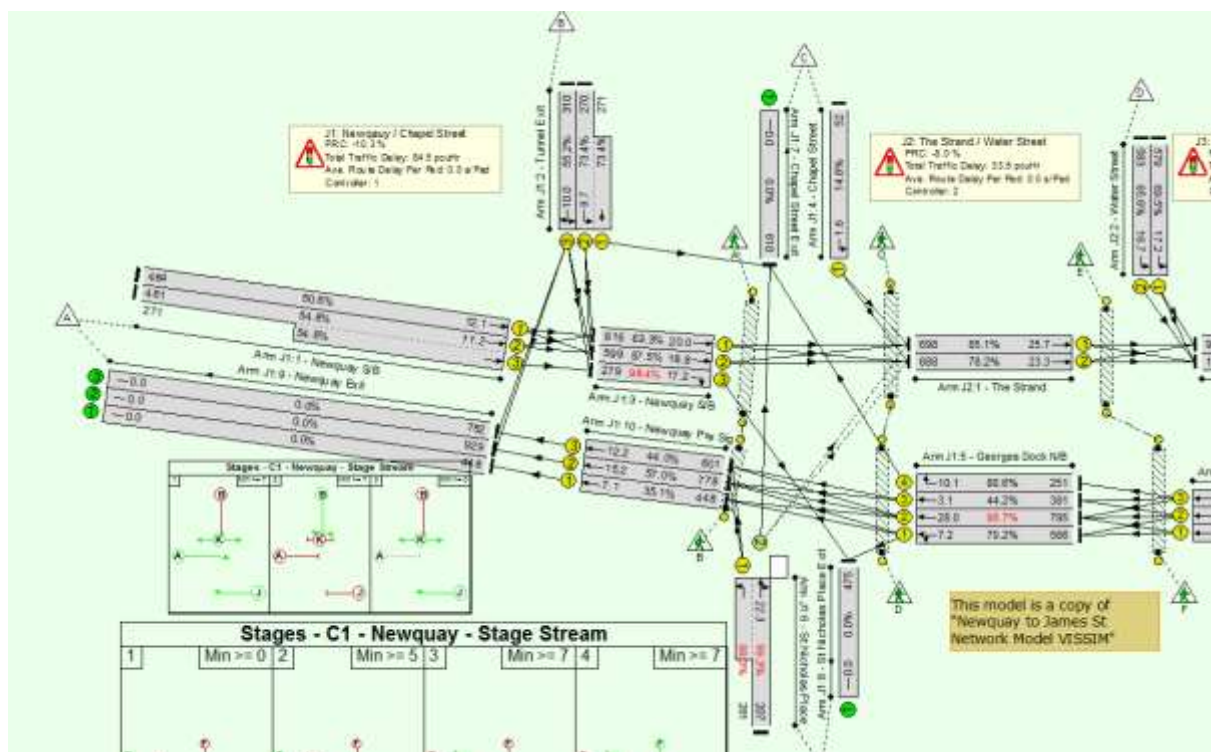
4.4.6 Existing layout 2020 AM Do Minimum plus MSCP temporary reassignment



- 4.4.7 With the MSCP temporary reassignment on the existing highway layout the right turn into St Nicholas Place incurs an increase of 222 pcu demand from 319 pcu with the Do Minimum traffic flows to 541 pcu. This results in a slight increase in degree of saturation from 51.0% to 60.3% and an increase in mean max queue from 11.3 pcu to 20.3 pcu.
- 4.4.8 With the MSCP temporary reassignment on the existing highway layout the left turn from St Nicholas Place incurs an increase of 222 pcu demand from 0 pcu with the Do Minimum traffic flows to 222 pcu. This results in an increase in degree of saturation from 0.0% to 53.3% and an increase in mean max queue from 0 pcu to 7.5 pcu.
- 4.4.9 Some of these car trips may find alternative routes or even alternative parking provision therefore the 222 car trips would represent a worst case scenario.
- 4.4.10 The existing highway layout can therefore readily accommodate the impact of the MSCP temporary reassignment.
- 4.4.11 Connect layout 2020 AM Do Something



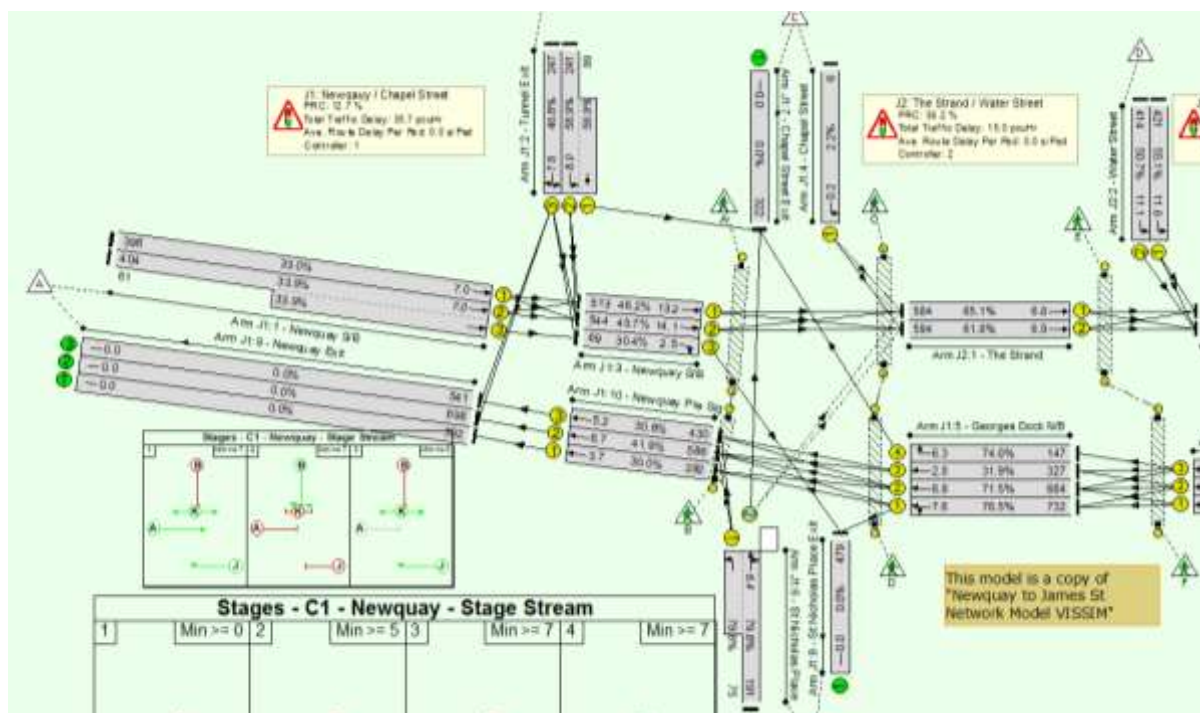
4.4.12 Connect layout 2020 AM Do Something plus MSCP temporary reassignment



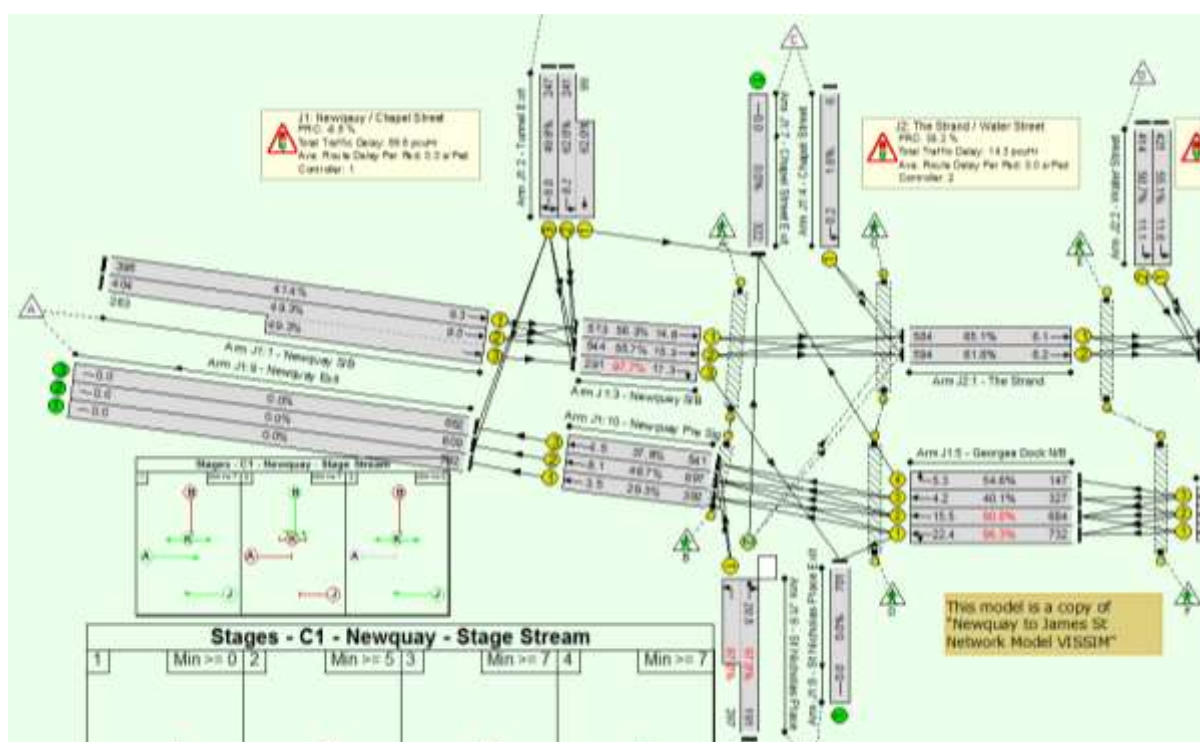
- 4.4.13 With the MSCP reassignment on the proposed connect highway layout the right turn into St Nicholas Place incurs an increase of 222 pcu demand from 57 pcu with the Do Something traffic flows to 279 pcu. This results in an increase in degree of saturation from 25.1% to 98.4% and an increase in mean max queue from 2.0 pcu to 17.2 pcu.
- 4.4.14 With the MSCP reassignment on the proposed connect highway layout the left turn from St Nicholas Place incurs an increase of 222 pcu demand from 59 pcu with the Do Something traffic flows to 281 pcu. This results in an increase in degree of saturation from 85.3% to 99.3% and an increase in mean max queue from 9.8 pcu to 22.3 pcu.
- 4.4.15 The proposed connect highway layout can therefore readily accommodate the impact of the MSCP temporary reassignment.
- 4.4.16 Some of these car trips may find alternative routes or even alternative parking provision therefore the 222 car trips would represent a worst case scenario.
- 4.4.17 Due to the differing timescales and phasing of the MSCP temporary reassignment compared to the implementation of the proposed LCC Connectivity Scheme the two may overlap only briefly.

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4.4.18 Connect layout 2020 AM VISSIM



4.4.19 Connect layout 2020 AM VISSIM plus MSCP reassignment



- 4.4.20 With the MSCP reassignment on the proposed connect highway layout the right turn into St Nicholas Place incurs an increase of 222 pcu demand from 69 pcu with the VISSIM traffic flows to 291 pcu. This results in an increase in degree of saturation from 30.4% to 97.7% and an increase in mean max queue from 2.5 pcu to 17.3 pcu.
- 4.4.21 With the MSCP reassignment on the proposed connect highway layout the left turn from St Nicholas Place incurs an increase of 222 pcu demand from 75 pcu with the VISSIM traffic flows to 297 pcu. This results in an increase in degree of saturation from 79.8% to 97.0% and an increase in mean max queue from 8.4 pcu to 20.5 pcu.
- 4.4.22 The proposed connect highway layout can therefore readily accommodate the impact of the MSCP temporary reassignment.
- 4.4.23 Some of these car trips may find alternative routes or even alternative parking provision therefore the 222 car trips would represent a worst case scenario.
- 4.4.24 Due to the differing timescales and phasing of the MSCP temporary reassignment compared to the implementation of the proposed LCC Connectivity Scheme the two may overlap only briefly.

5.0 Transport Planning Policy

5.1 Introduction

- 5.1.1 When developing the scheme proposals it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

5.2 National Planning Policy Framework (NPPF)

- 5.2.1 The NPPF sets out national transport planning policy and from the outset the Minister for Planning's Foreword lays the foundations for the policy rationale;

'The purpose of planning is to help achieve sustainable development....

Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate.'

- 5.2.2 For decision making a presumption in favour of sustainable development means granting permission:
'Unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.'

- 5.2.3 In respect of supporting traffic and transportation documentation, Paragraph 32 of the NPPF states that:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- 'The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- Safe and suitable access to the site can be achieved for all people; and*
- Improvements can be undertaken within the transport network that cost-effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

- 5.2.4 Paragraph 35 of the NPPF states that plans for new development should:

"protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to;

- *Accommodate the efficient delivery of goods and supplies;*
- *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and*
- *Consider the needs of people with disabilities by all modes of transport.”*

5.3 National Planning Practice Guidance (NPPG)

5.3.1 The National Planning Practice Guidance (NPPG) is a Government provided document to supplement the NPPF. Within the NPPG, there is a specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three discussed documents.

5.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The NPPG has been considered in the production of this TS.

5.4 Merseyside Local Transport Plan

5.4.1 The Local Transport Plan sets out implementation plans for the medium and long term and aims to improve transport within the Merseyside region. The Third Local Transport Plan envisions the following;

“A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice”.

5.4.2 The Local Transport Plan has six goals;

- *Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships.*
- *Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.*
- *Ensure the transport system promotes and enables improved health and wellbeing and road safety.*
- *Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.*

- *Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.*
- *Maintain our assets to a high standard.”*

5.4.3 As described in **Section 4** of this Transport Statement, the site is considered to be accessible by sustainable modes, including walking, cycling and public transport, and is therefore considered to be consistent with the objectives of the LTP.

5.5 Liverpool City Council Policy: Liverpool Core Strategy

5.5.1 Liverpool City Council in 2012 released a draft document of the ‘Liverpool Core Strategy’ which outlines the policies that should be taken into consideration when new developments within the city and surrounding areas are being planned and designed.

5.5.2 The Core Strategy includes section 6: ‘The Delivery Strategy for Liverpool’ and within this section there is the subsection: ‘Strategic Policies’ which includes the objectives that new developments should consider.

5.5.3 ‘Strategic Objective Seven - Maximising Sustainable Accessibility’ is included in the ‘Strategic Policies’ subsection and outlines the main objectives and policies that are associated with travel, transport and accessibility of new developments.

5.5.4 Strategic Policy 34 states that:

- *“Improving Accessibility and Managing Demand for Travel *Development proposals should make the best use of existing transport infrastructure. Where this cannot be achieved, development should be phased to coincide with new transport infrastructure provision.**

5.5.5 The Core Strategy DPD which has been under preparation for a number of years will not be submitted as a separate DPD, but will instead, form the framework for the Local Plan for Liverpool. Whilst this is not a policy document it does indicate a direction that future policy will take in respect of transport and highways matters.

5.6 Liverpool Unitary Development Plan

5.6.1 Liverpool's current planning policy is set out in "A Plan for Liverpool", the City's Unitary Development Plan (UDP), adopted in November 2002. Since then, the range of policy issues to be addressed by development plans has expanded to include areas such as climate change, renewable energy use and conservation, waste reduction and recycling, and flood protection.

5.6.2 The below policies are highlighted as being relevant to the scheme:

- *Strategic Policy 1 – Sustainable Development Principles: - Improve accessibility, reduce the need to travel by motorised transport and where travel is necessary, enable convenient and safe access by sustainable transport modes;*
- *Strategic Policy 23 - Key Place-Making and Design Principles:- Support for increased permeability of the built environment, and strengthened linkages between places, by all sustainable modes of transport*
- *Strategic Policy 34 - Improving Accessibility and Managing Demand for Travel: - .*
 - *Development proposals should make the best use of existing transport infrastructure. Where this cannot be achieved, development should be phased to coincide with new transport infrastructure provision.*
 - *Developments which singly or in combination have a significant impact on the movement of people or goods, should, through the provision of Travel Plans, positively manage travel demand and contribute to the improvement of accessibility in general, particularly by more sustainable modes of transport including walking, cycling and public transport.*
 - *Development proposals should not compromise existing transport infrastructure or schemes programmed in the Local Transport Plan (LTP) and actions that are planned. These include:*
 - *Increasing the network of cycling and walking routes, based on programmes in the LTP's Active Travel Strategy and the longer term plan to complete the comprehensive Merseyside Cycle Network*
 - *Improvements in the City Centre (e.g. rail capacity improvements)*

5.7 Ensuring a Choice of Travel SPD

5.7.1 The Ensuring a Choice of Travel SPD (adopted December 2008) forms one of several statutory documents that sit within the Local Plan. The document provides guidance to developers on the access and transport requirements for new development across Merseyside. The SPD is intended to;

- *“Enable the provision of a balanced transport infrastructure which provides access to employment, leisure, retail and other facilities for all the city’s residents and visitors; and*
- *Provide a framework for future investment in the City’s strategic road and rail network where new development would create additional travel demand.”*

5.8 Summary

5.8.1 In summary, the development proposals are considered to be consistent with local and national transport planning policy.

6.0 Summary and Conclusions

6.1 Summary

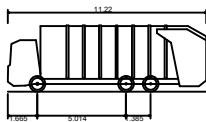
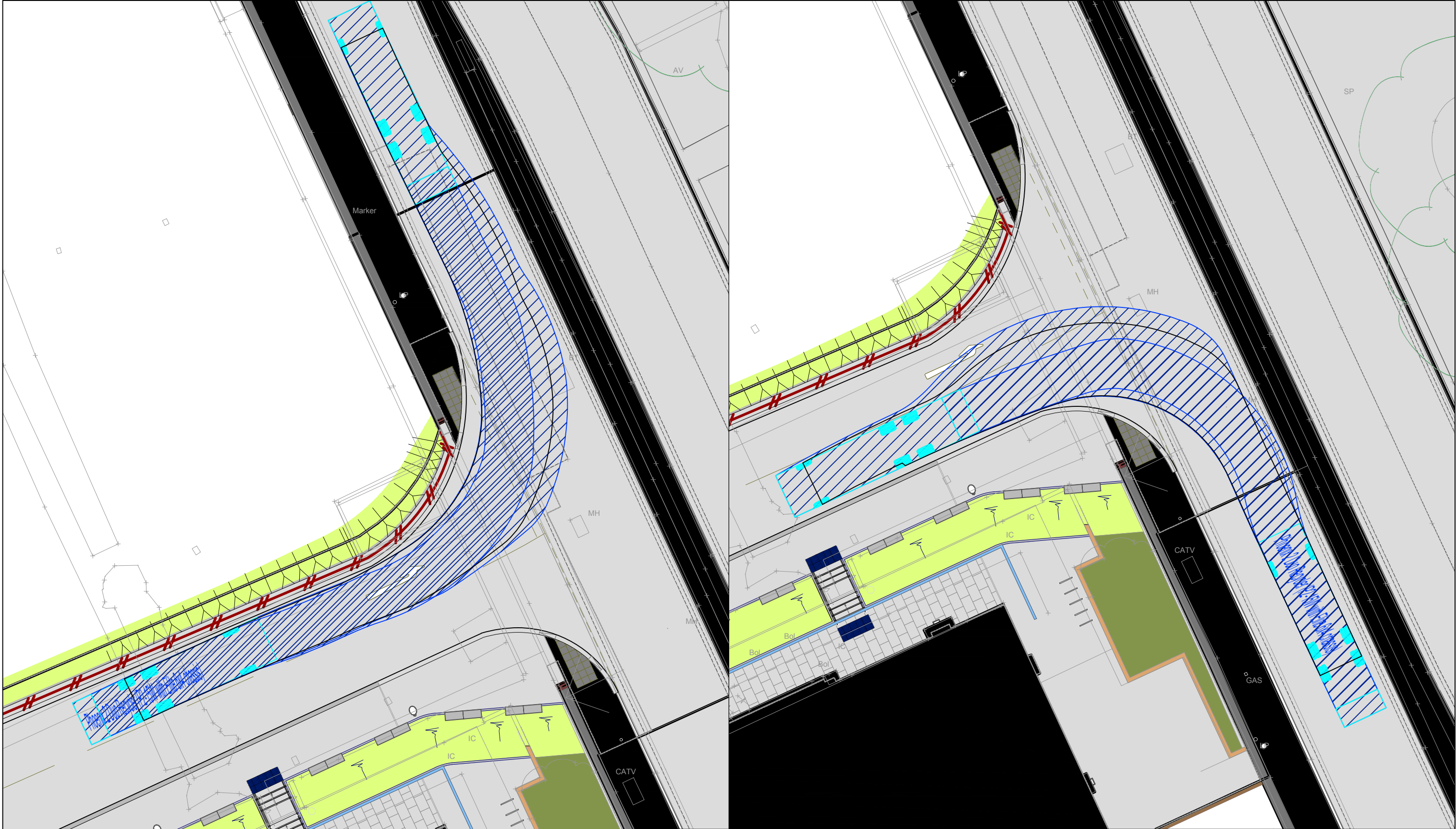
- 6.1.1 This Transport Statement has been prepared in order to support a proposed new connection between WJW and Bath Street which will require the creation of a new opening in the docks' boundary wall.
- 6.1.2 The new connection would exist in a temporary (vehicular) configuration to assist and relieve the construction impacts of the nearby planned development before being converted after an agreed period of time to a permanent (non-vehicular) state in order to achieve the ultimate aim described above.
- 6.1.3 Prior to undertaking this particular assessment, an assessment of other options to relieve the construction impacts was carried out on behalf of Peel, which included gathering considered views from the contractors and project managers responsible for the delivery of the construction phases at plots A04 to A06 within Princes Dock. This options assessment is contained within the updated suite of information submitted to accompany the planning application.
- 6.1.4 The temporary scenario will be in place during the construction of those development plots located to the immediate north of the proposed new link on WJW and will provide a left-in left-out junction at Bath Street to enable the central section of WJW to be closed to general traffic.
- 6.1.5 The future permanent scenario would see the proposed link converted to a shared space carrying only pedestrian and cycle movements. Immediately prior to the introduction of the permanent conditions, the central section of WJW will be reopened to general traffic.
- 6.1.6 The provision of this scheme is does not rely on the implementation of the LCC Connectivity Scheme, as the permanent scenario is able to link pedestrians and cyclists onto the existing configuration of Bath Street.
- 6.1.7 The permanent scenario would operate as a "cyclists and pedestrians only" route for those users to enjoy a more direct and welcoming link between the city core and the waterfront and would see the dock boundary wall opening reduce from 15.7 metres (temporary width) to 6 metres (permanent width).
- 6.1.8 This improved connection for pedestrians and cyclists could reduce the number of vehicles accessing the area in the short and long term due to the enhanced connection particularly when considered against LCC's proposals for upgraded pedestrian and cycle provision to Bath Street and The Strand corridor.
- 6.1.9 The results of the Picady assessment demonstrate that the proposed new highway connection can comfortably function during peak traffic conditions.

- 6.1.10 Compared with the current means of access into and out of WJW (which is achieved via a roundabout junction on Bath Street) the proposed new junction onto Bath Street at the eastern end of the new link is predicted to see less queuing. This reduction in queuing is in part assisted by the platoons of the northbound traffic exiting The Strand corridor from the south, created by the downstream traffic signal junctions. This platooning effect ensures that there would be sufficient gaps in the traffic flow to enable vehicles to exit from the proposed new link in order to join the northbound flow on Bath Street at peak times.
- 6.1.11 The existing highway layout can therefore readily accommodate the impact of the MSCP temporary reassignment.
- 6.1.12 The proposed connect highway layout can therefore readily accommodate the impact of the MSCP temporary reassignment.
- 6.1.13 Some of these car trips may find alternative routes or even alternative parking provision therefore the 222 car trips would represent a worst case scenario.
- 6.1.14 Due to the differing timescales and phasing of the MSCP temporary reassignment compared to the implementation of the proposed connect highway layout the two may overlap only briefly.
- 6.1.15 The development has been shown to be in accordance with national and local planning policy.

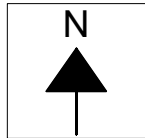
6.2 Conclusion

- 6.2.1 It is therefore considered that the proposed new link would provide enhanced pedestrian connections between Princes Dock and the city core. Whilst at the same time the proposed new link would play a significant and beneficial role in addressing a potential risk of conflict between existing vehicular traffic movements and construction vehicles on William Jessop Way for a lengthy period of time whilst several development plots are being constructed within Princes Dock.

Drawings



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 11.550m



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Project: BATH STREET
Drg Title: 11.2M REFUSE VEHICLE
ACCESS THROUGH NEW
HOLE IN THE WALL

Status: PRELIMINARY
Drawn By: TL Checked By: KY
Designed By: TL Date: 31/01/17
Scale: 1:200@ A3

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

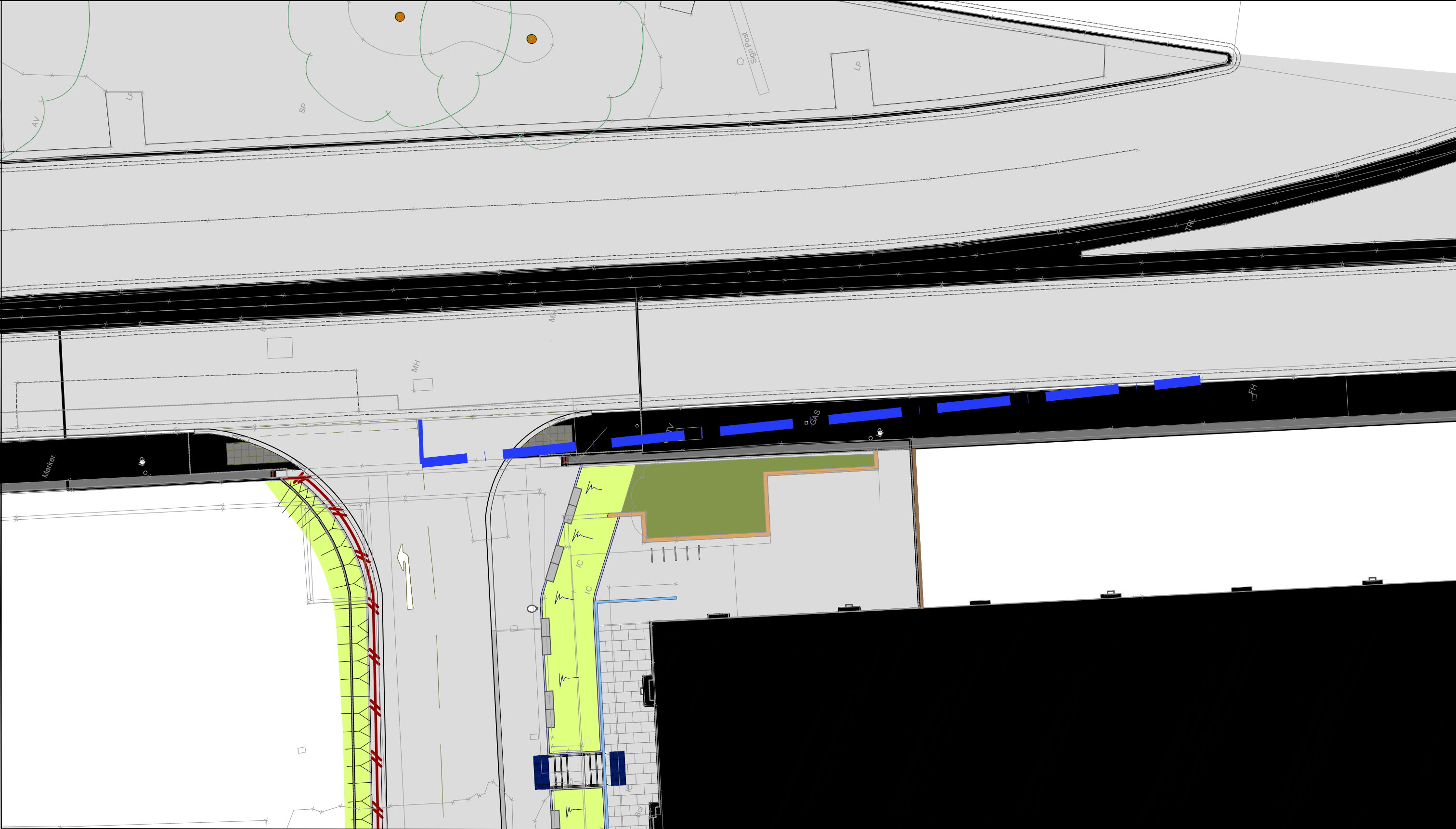
064095 - CUR - 00 - XX - DR - TP - 06003 -P02

GENERAL NOTES:

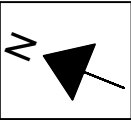
P01 Finalised Design 11/05/18 TL

Rev: Description: Date: By:

\\mafs02\Projects\TP\TP Projects\TP Liverpool\B064095 - Bath Street Liverpool Waters\QMS 4 Production\4B Models & Drawings\Transport-ZCAD\11_05_18



2.4M x 43M VISIBILITY SPLAY AS PER MANUAL FOR STREETS STANDARDS



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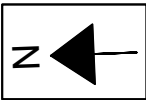
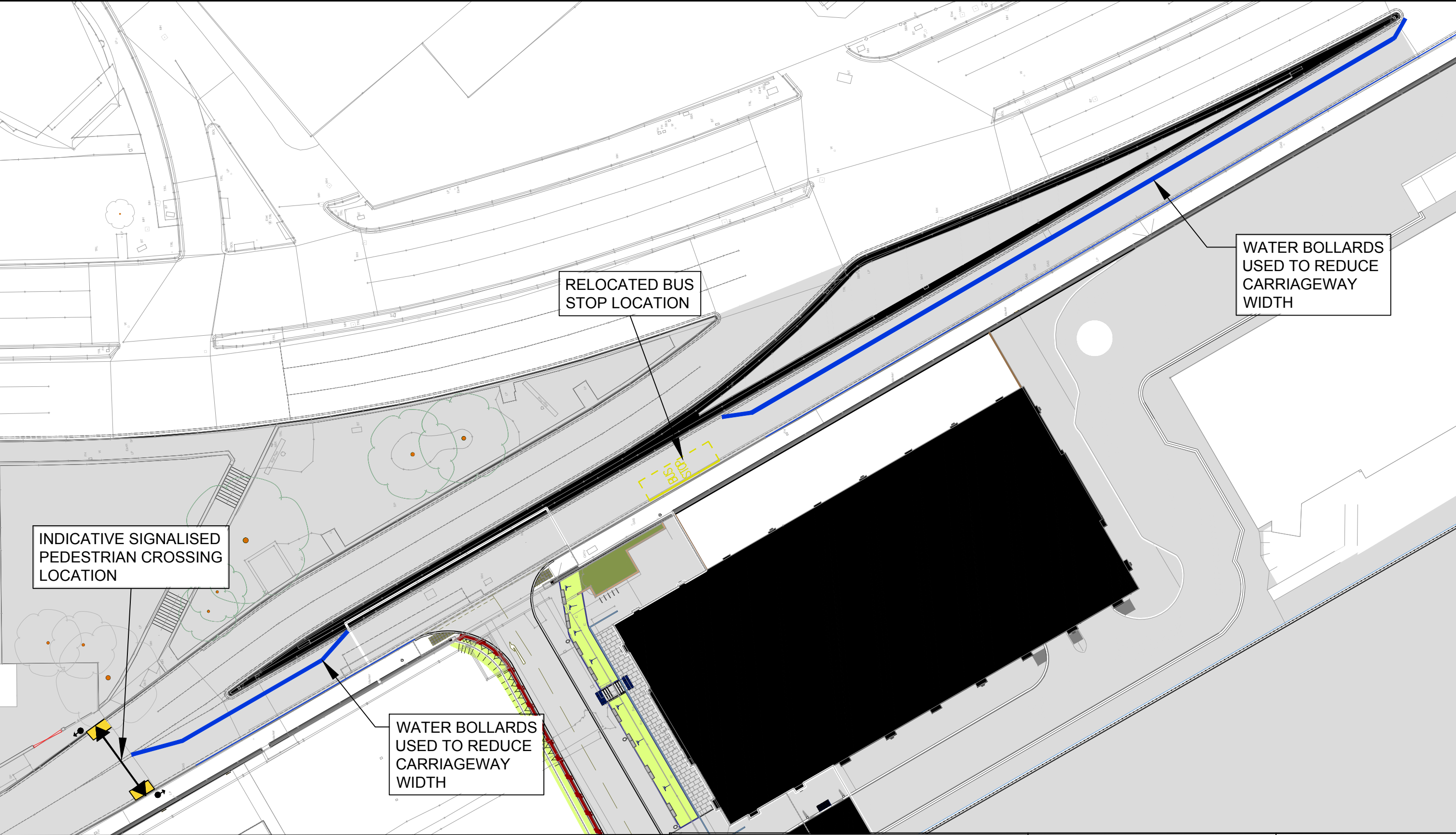
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Project:	BATH STREET	Status:		PRELIMINARY	
Drg Title:	43M VISIBILITY SPLAY OF THE NEW EGRESS ONTO BATH STREET	Drawn By:	TL	Checked By:	KY
		Designed By:	TL	Date:	31/01/17
		Scale: 1:200@ A3			
Project No:	Originator:	Zone:	Level:	Type:	Discipline: Category / Number: Rev:
064095	- CUR	- 00	- XX	- DR	- TP - 06004 -P02

GENERAL NOTES:

P01 Finalised Design 11/05/18 TL

Rev: Description: Date: By:



* Drawing based upon Plan-it PL1470.GA.331.1-Temporary Scheme with Existing Bath St

The above information is subject to detail design

GENERAL NOTES:

Rev: Description: Date: By:

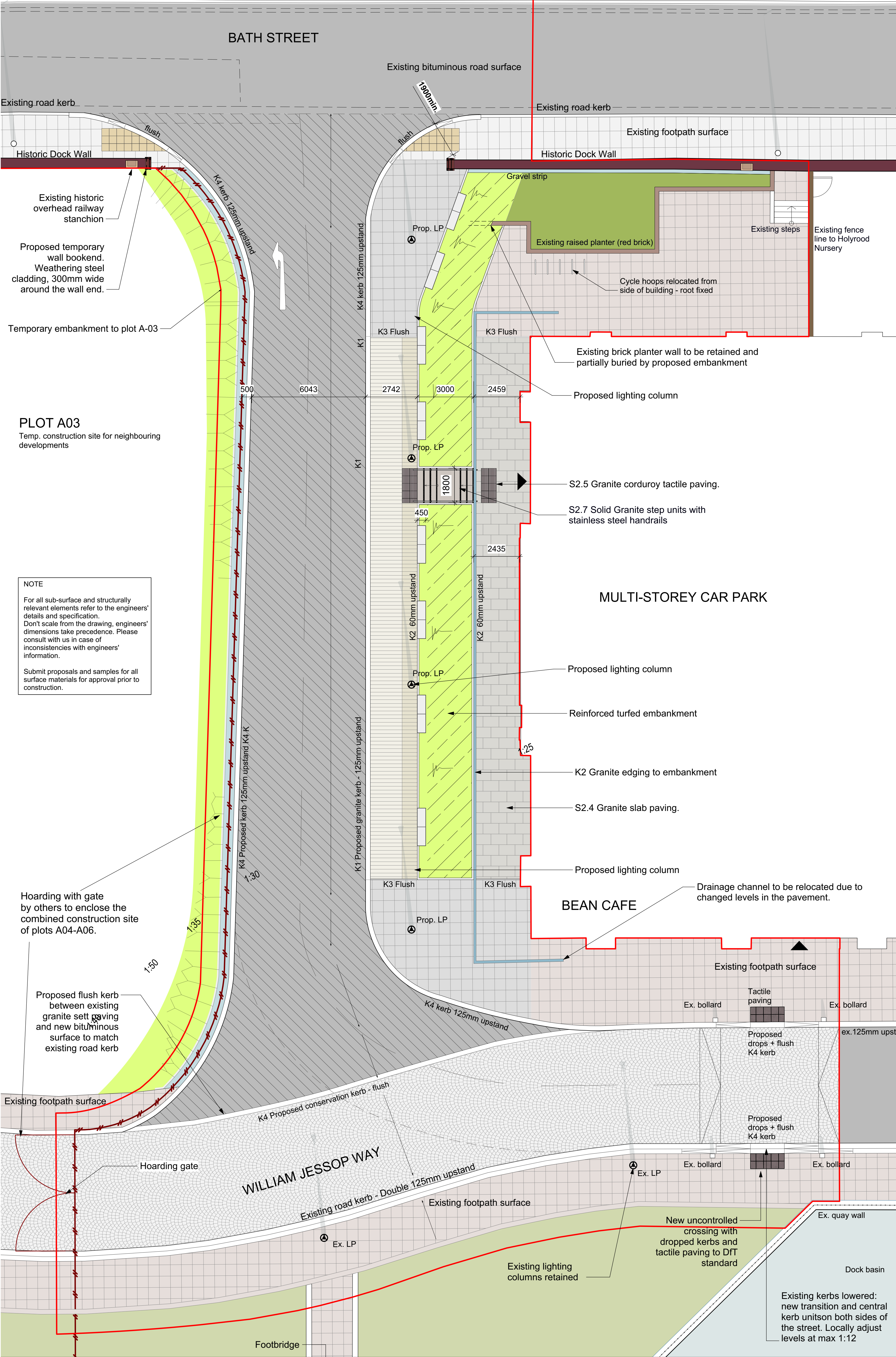


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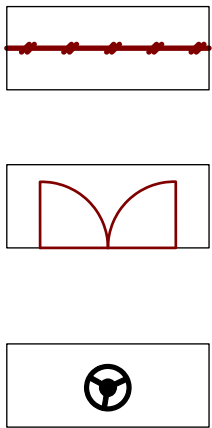
Project: BATH STREET				Status: PRELIMINARY				
Drg Title: GENERAL TRAFFIC MANAGEMENT				Drawn By: TL		Checked By: KY		
				Designed By: TL		Date: 11/05/18		
				Scale: 1:200@ A3				
Project No:		Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
64095		- CUR	- 00	- XX	- DR	- TP	- 06005	-P01

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Street Furniture

- Stainless Steel Handrail**
Type: Tubular stainless steel handrail
Location: To concrete steps in front of MSCP
Finish: Satin
- Granite Plinth Seating**
Type: Solid Granite plinths
Location: To top of proposed embankment to form crash protection for errant vehicles
Dimensions: 450(w) x 1000(l) x 580(h)mm
Colour: Light Grey (Royal White)
Supplier: Hardscape
Extra: stainless steel anti-skate studs
- Reclaimed Steel Rails**
Location: Central pedestrian route
Dimensions: 15no. 4.5m lengths
Laid: In random pattern with grain of paving



- Hoarding:**
Location: As shown
Material: Close-boarded plywood
Dimensions: 2.4m total height.
- Hoarding Gate:**
Double-leaf swing gate
Material: To match hoarding
Dimensions: 6.5m clear width, 2.4m total height.
- Lighting column**
(Proposed as existing on William Jessop Way)
Location: As shown (4no.)
Product: Cree Edge Round 91w, 4000 kelvin
Supplier: Lux lighting, main distributor for Cree LED products
Column: 5m installation height

Soft Landscape

- Existing Lawned Areas**
No works. To be retained undamaged
- Existing Ornamental Planting**
Allow for pruning back to 300mm height and clearing from rubbish and deadwood
- Proposed Turfed Embankment**
Break up subgrade for better drainage, 200mm imported sub-soilsub to BS 8601:2013
150mm imported topsoil to BS 3882:2015
Turf: to BS 3969, with no perennial ryegrass.
- Geocell Soil Reinforcement**
To remodelled embankment

Boundaries

- Planning Application Boundary of the Dock Wall Opening scheme

Pedestrian Surfaces - EXISTING

- S1.1 Existing PCC Slab Paving**
Location: William Jessop Way and adjacent areas
Product: Marshalls 'Conservation' smooth ground
Dimensions: 600(L) x 600(W)
Colour: 'silver grey'
Laying Pattern: Stack Bond (4x4 grid)
- S1.2 Existing PCC Slab Paving**
Location: Bath Street footpath
Supplier: Charcon (aggregate.com)
Product: BS standard cast finish concrete paving
Dimensions: 600(L) x 600(W) x 63mm (T)
Colour: Natural grey
Laying Pattern: Stack Bond (4x4 grid)

Pedestrian Surfaces - PROPOSED

- S2.1 PCC Slab Paving to match existing**
Location: Bath Street footpath
Supplier: Charcon (aggregate.com)
Product: BS standard cast finish concrete paving
Dimensions: 600(L) x 600(W) x 63mm (T)
Colour: Natural grey
Laying Pattern: Stack Bond (4x4 grid)
- S2.2 Reclaimed Granite Setts Paving (Smoothed)**
Location: Pedestrian priority route
Colour: 'silver grey'
Finish: Sawn & sand-blasted tops
Laying Pattern: Stretcher bond
- S2.3 Reclaimed Granite Setts Paving (Cropped)**
Location: Pedestrian priority route
Colour: 'silver grey'
Finish: Cropped as existing
Laying Pattern: Stretcher bond
- S2.4 Granite Slab Paving**
Location: To WJW footways & MSCP curtilage
Supplier: Hardscape
Colour: Mid-Grey (Kobra Grey)
Dimensions: 450(L) x 450-750(W) x 80(D)mm
- S2.5 Granite Tactile Paving (Corduroy)**
Location: To steps and crossing points
Supplier: Hardscape
Colour: Black (Crystal Black)
Dimensions: 400(L) x 400(W) x 65(D)mm
- S2.6 Granite Tactile Paving (Blister)**
Location: To steps and crossing points
Colour: Black (Crystal Black)
Dimensions: 400(L) x 400(W) x 65(D)mm
- Concrete Tactile Paving (Blister)**
to uncontrolled crossing at Dock Wall opening.
Buff colour, 400(L) x 400(W) x 65(D)mm
- S2.7 Solid Granite Steps**
Location: To MSCP curtilage
Type: Solid granite step units
Dimensions: 340W(L)x1800(L)x150(H)mm
Colour: Kobra Grey
Nosing: 50mm contrasting nosing to each step (Crystal Black)
Supplier: Hardscape
Handrail: Tubular stainless steel. Brushed finish

Trafficked Surfaces - EXISTING

- S1.3 Existing Bituminous Macadam Surface**
Location: Bath Street / William Jessop Way carriageways
- S1.4 Existing Granite Setts Paving**
Location: To William Jessop Way carriageway
Construction method: fully bound

Trafficked Surfaces - PROPOSED

- S2.9 Proposed bituminous surface**
Location: To William Jessop Way
Material: To civil engineer's specification
Colour: Black

Kerbs + Edging - PROPOSED

- K1 Granite Kerbs**
Location: To fixed kerb lines
Type: Granite kerb 255mm wide x 900mm long, 60mm upstand or flush channel as shown.
Colour: Light grey (Royal White), bushhammered
- K2 Granite Edging**
Location: Around grassed embankments with 60mm upstand, laid flush as shown elsewhere.
100mm wide x 900mm long
Colour: Light grey (Royal White), bushhammered
- K3 Concrete Pin Edge**
Location: temp. flush edge restraint
Type: BS standard pre-cast concrete pin edge 50mm wide, flat top
- K4 Concrete Road Kerb**
to proposed carriageway to match existing.
Type: Marshalls 'Conservation' Kerb - 914 (L) x 255(W) x 205(H)
Laid at 255mm width. Allow for radii, transition and central/flush units.
Finish: textured, silver grey.
Supplier: Marshalls

03	09.05.18	Planning	JV	PS
02	23.04.18	Planning	JV	PS
01	09.03.18	Tender	JV	PS

Issue	Date	Status	Drawn	Apprvd.
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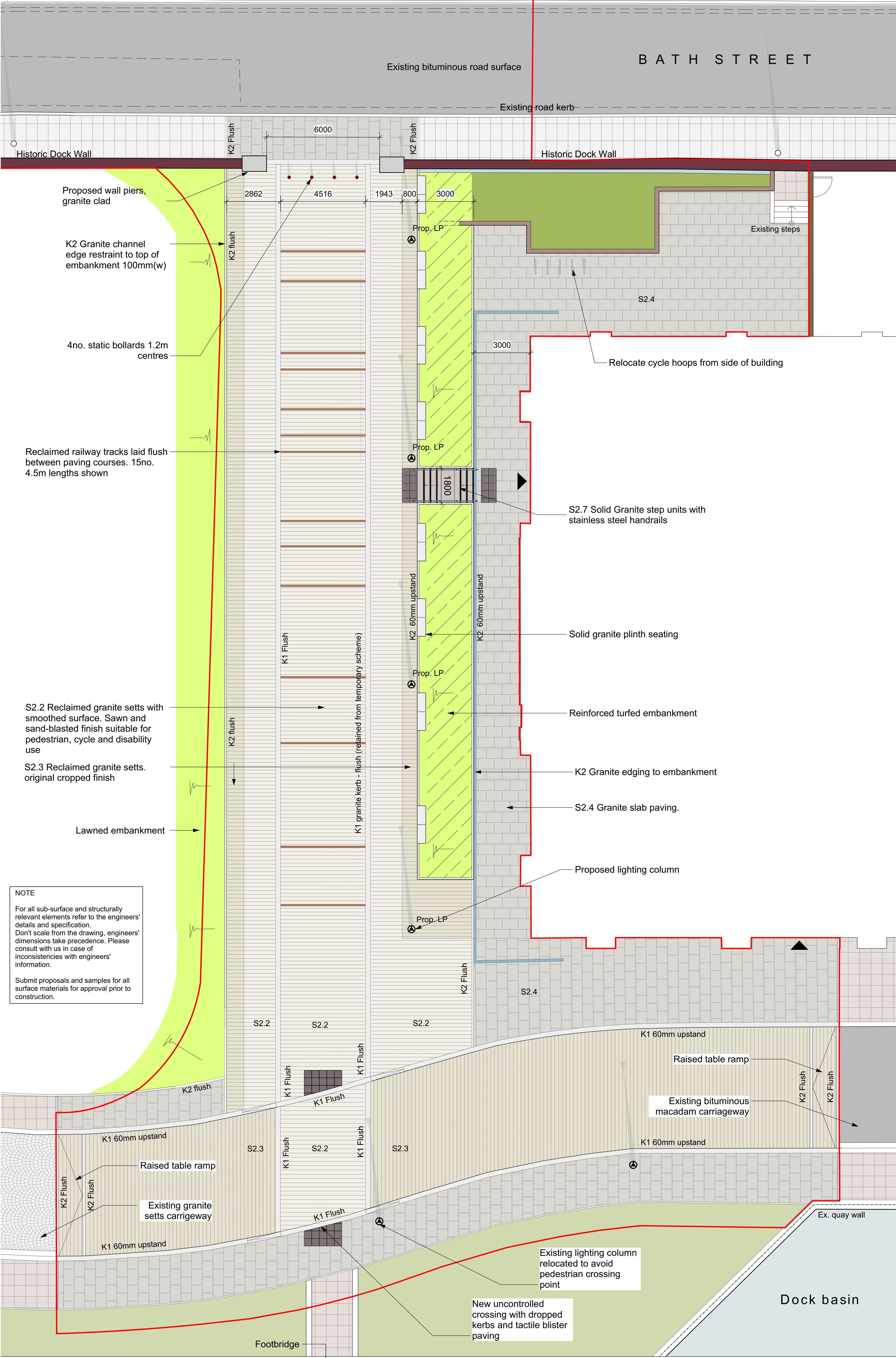
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 - Order of construction and setting out to be agreed on site.

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LONDON 44-48 Wharf Road London N17UX T: 0207 253 5678

Client	Peel Holdings	
Project	Liverpool Waters Princes Dock - Dock Wall Opening	
Drg Title	General Arrangement Temporary Scheme with Existing Bath St.	
Created on (rev.)	Created by	Approved by
08/03/18	JV	PS
Scale	Size	Status
1:100	A1	PLANNING
Drg No.	Issue	
PL1470.GA.331.1	03	





NOTE

For all sub-surface and structurally relevant elements refer to the engineers' details and specification. Don't scale from the drawing, engineers' dimensions take precedence. Please consult with us in case of inconsistencies with engineers' information.

Submit proposals and samples for all surface materials for approval prior to construction.

Soft Landscape

- Existing Lawned Areas**
No works. To be retained undamaged
- Existing Ornamental Planting**
Allow for pruning back to 300mm height and clearing from rubbish and deadwood
- Proposed Turfed Embankment**
Break up subgrade for better drainage, 200mm imported sub-soilsub to BS 8601:2013 150mm imported topsoil to BS 3882:2015 Turf: to BS 3969, with no perennial ryegrass.
- Geocell Soil Reinforcement**
To remodelled embankment

Street Furniture

- Stainless Steel Handrail**
Type: Tubular stainless steel handrail
Location: To concrete steps in front of MSCP
Finish: Satin
- Granite Plinth Seating**
Type: Solid Granite plinths
Location: To top of proposed embankment to form crash protection for errant vehicles
Dimensions: 450(w) x 1000(l) x 580(h)mm
Colour: Light Grey (Royal White)
Supplier: Hardscape
Extra: stainless steel anti-skate studs
- Reclaimed Steel Rails**
Location: Central pedestrian route
Dimensions: 15no. 4.5m lengths
Laid: In random pattern with grain of paving

- Lighting column**
Location: As Shown (3no.)
Product: Cree Edge Round 91w, 4000 kelvin
Supplier: Lux lighting, main distributor for Cree LED products
Column: 5m installation height
- Bollards:**
To dock wall opening, Static rootfixed anti-ram bollard
Cylindric, flat top, Ø114 diameter
Height above ground: 1000mm
Finish: Corten style weathering steel
Arranged at min. distance to the dock wall to avoid clash with historic wall foundation

- Hoarding:**
Location: As shown
Material: Close-boarded plywood
Dimensions: 2.4m total height.
- Hoarding Gate:**
Double-leaf swing gate
Material: To match hoarding
Dimensions: 6.5m clear width, 2.4m total height.



Boundaries

Planning Application Boundary of the Dock Wall Opening scheme

Pedestrian Surfaces - EXISTING

- S1.1 Existing PCC Slab Paving**
Location: William Jessop Way and adjacent areas
Product: Marshalls 'Conservation' smooth ground
Dimensions: 600(L) x 600(W)
Colour: 'silver grey'
Laying Pattern: Stack Bond (4x4 grid)
- S1.2 Existing PCC Slab Paving**
Location: Bath Street footpath
Supplier: Charcon (aggregate.com)
Product: BS standard cast finish concrete paving
Dimensions: 600(L) x 600(W) x 63mm (T)
Colour: Natural grey
Laying Pattern: Stack Bond (4x4 grid)

Pedestrian Surfaces - PROPOSED

- S2.2 Reclaimed Granite Sett Paving (Smoothed)**
Location: Pedestrian priority route
Colour: 'silver grey'
Finish: Sawn & sand-blasted tops
Laying Pattern: Stretcher bond
- S2.3 Reclaimed Granite Sett Paving (Cropped)**
Location: Pedestrian priority route
Colour: 'silver grey'
Finish: Cropped as existing
Laying Pattern: Stretcher bond
- S2.4 Granite Slab Paving**
Location: To WJW footways & MSCP curtilage
Supplier: Hardscape
Colour: Mid-Grey (Kobra Grey)
Dimensions: 450(L) x 450-750(W) x 80(D)mm
- S2.5 Granite Tactile Paving (Corduroy)**
Location: To steps and crossing points
Supplier: Hardscape
Colour: Black (Crystal Black)
Dimensions: 400(L) x 400(W) x 65(D)mm
- S2.6 Granite Tactile Paving (Blister)**
Location: To steps and crossing points
Colour: Black (Crystal Black)
Dimensions: 400(L) x 400(W) x 65(D)mm
- Concrete Tactile Paving (Blister)**
to uncontrolled crossing at Dock Wall opening.
Buff colour, 400(L) x 400(W) x 65(D)mm
- S2.7 Solid Granite Steps**
Location: To MSCP curtilage
Type: Solid granite step units
Dimensions: 340W(L)x1800(L)x150(H)mm
Colour: Kobra Grey
Nosing: 50mm contrasting nosing to each step (Crystal Black)
Supplier: Hardscape
Handrail: Tubular stainless steel. Brushed finish

Trafficked Surfaces - EXISTING

- S1.3 Existing Bituminous Macadam Surface**
Location: Bath Street / William Jessop Way carriageways
- S1.4 Existing Granite Setts Paving**
Location: To William Jessop Way carriageway
Construction method: fully bound

Trafficked Surfaces - PROPOSED

- S2.9 Proposed bituminous surface**
Location: To William Jessop Way
Material: To civil engineer's specification
Colour: Black

Kerbs + Edging - PROPOSED

- K1 Granite Kerbs**
Location: To fixed kerb lines
Type: Granite kerb 255mm wide x 900mm long, 60mm upstand or flush channel as shown.
Colour: Light grey (Royal White), bushhammered
- K2 Granite Edging**
Location: Around grassed embankments with 60mm upstand, laid flush as shown elsewhere. 100mm wide x 900mm long
Colour: Light grey (Royal White), bushhammered
- K3 Concrete Pin Edge**
Location: temp. flush edge restraint
Type: BS standard pre-cast concrete pin edge 50mm wide, flat top
- K4 Concrete Road Kerb**
to proposed carriageway to match existing.
Type: Marshalls 'Conservation' Kerb - 914 (L) x 255(W) x 205(H)
Laid at 255mm width. Allow for radii, transition and central/flush units
Finish: textured, silver grey.
Supplier: Marshalls

03	09.05.18	Planning	JV/UD	PS
02	23.04.18	Planning	JV	PS
01	09.03.18	Tender	JV	PS

Issue	Date	Status	Drawn	Apprvd.
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Client	Peel Holdings		
Project	Liverpool Waters Princes Dock - Dock Wall Opening		
Drg Title	General Arrangement Permanent Scheme with Existing Bath St.		
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08/03/18	JV/JD	PS	
Scale	Size	Status	
1:100	A1	PLANNING	
Drg No.	Issue		
PL1470.GA.332.1	03		

Appendix A – LinSig Outputs

Our Locations

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