

Bath Street – New Highway Access, Liverpool

Transport Statement

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Client Name: Peel Holdings



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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 vehicular and pedestrian 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 during a temporary period 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 As part of a separate, future planning application, the proposed new connection has been designed to be able to evolve in order to function as part of a new pedestrian and cycle link to the city, whilst catering for some limited vehicular traffic movements out onto Bath Street.
- 1.1.6 The proposed link is only able to evolve as described above once a future proposed highway improvement scheme has been delivered by Liverpool City Council (a phase of the LCC Connectivity scheme).
- 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 first phase and second phase 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.

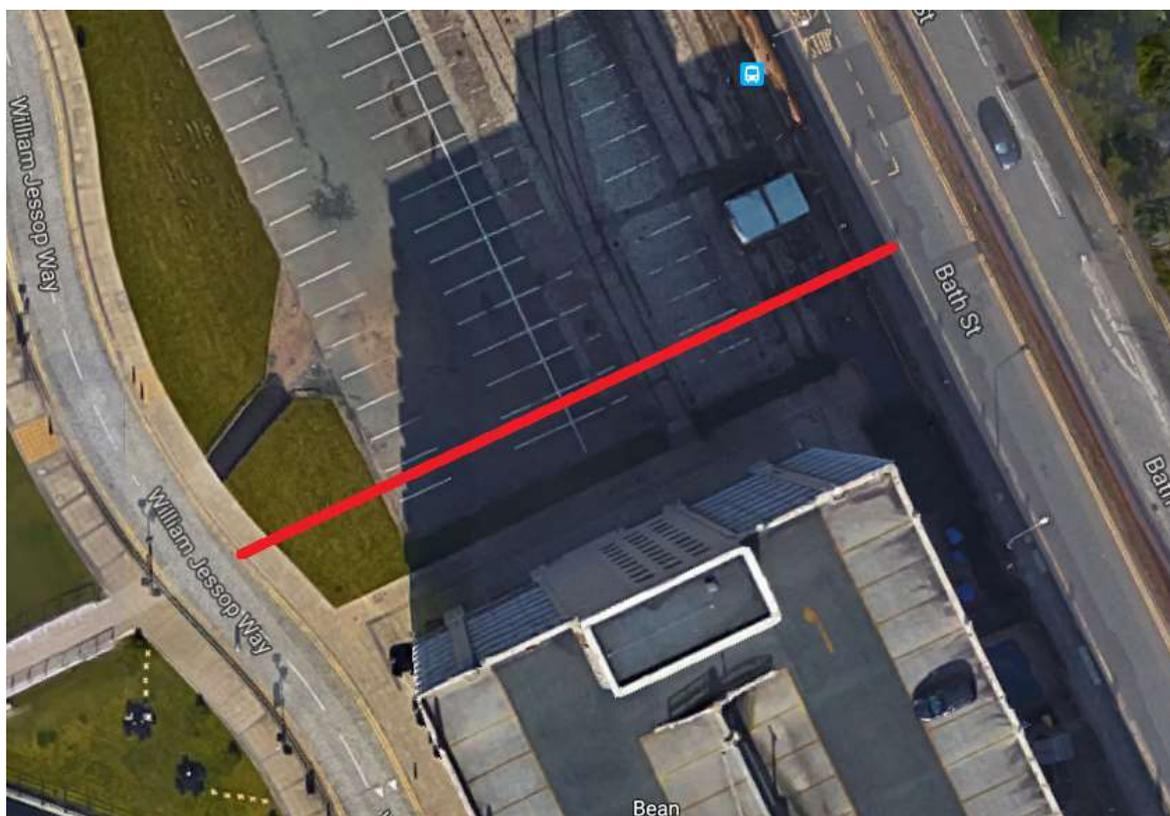
1.4.3 **Section 4** outlines the traffic impact of the proposed changes to existing highway network and the results of the junction assessment.

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 connections 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 connection would exist in a temporary configuration to assist with the enabling of nearby planned development before being converted to its permanent state (via a subsequent planning application) 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 first phase and second phase 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 First Phase Layout

- 3.2.1 The first phase 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 first phase layout of the new link is shown on Drawing **B064095_300_0101- FIRST PHASE**. 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.
- 3.2.4 Under the first phase 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 first phase design, the existing bus stop along Bath Street will be required to be moved south, this is shown upon drawing **B064095_300_0103 - Relocated Bus Stop**. The permanent location of the bus stop will be decided by Liverpool City Council.

3.3 Second Phase Layout

- 3.3.1 The second phase and therefore permanent layout discussed below is a future aspirational scenario and would be the subject of a separate planning application. The inclusion of the below information is to demonstrate how the scheme could be evolved in the future to fit in with a planned phase of the LCC Connectivity Scheme on the surrounding highway network.

- 3.3.2 The second phase design of the proposed new link will see the provision of additional shared space for pedestrians and cyclists 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). The shared space will carry occasional traffic movements at low speeds along this new link and such traffic movement will be restricted to one-way operation from WJW towards Bath Street. In this scenario, Bath Street would be operating as a one-way road in a northbound direction, as per the planned LCC Connectivity Scheme.

- 3.3.3 It is recognised that the permanent design for this new link cannot be delivered prior to LCC's delivery of its particular phase of the LCC Connectivity Scheme described earlier in this report, this is because the opportunity to deliver a crossing point for pedestrians and cyclists at this location along Bath Street (due to the split level of the two carriageways) is only able to be realised once the current southbound traffic movement is removed and re-routed onto Great Howard Street

- 3.3.4 Once the LCC Connectivity Scheme is delivered, the proposed link can be evolved into a more permanent layout which will connect onto the reconfigured highway arrangements along Bath Street, where traffic exiting from WJW along the new link will have a new left-turn only movement to join the northbound traffic flow on Bath Street.

- 3.3.5 Prior to the new link operating as a one-way egress route onto 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.

- 3.3.6 The provision of this additional means of vehicular egress from WJW will help with the general circulation of vehicles along WJW, Bath Street and Princes Parade. It is felt that this will particularly assist with the pressures of the additional traffic movement in the area associated with future

development plots which are to be accessed from WJW and for the increases in activity associated with the proposed new Cruise Liner facility.

3.3.7 The proposed second phase link design is shown on drawing **B064095_300_0102- SECOND PHASE**.

4.0 Traffic Impact

4.1 Introduction

- 4.1.1 The proposed first phase of 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. This first phase (two-way) scenario is considered will carry more traffic than during the second/final phase (one-way egress) scenario.
- 4.1.2 Therefore, it is the first phase scenario that has been focussed upon for the purposes of the traffic modelling presented below. Prior to the introduction of the second phase arrangements for this new link, further traffic modelling would be presented in order to capture the future baseline traffic conditions.

4.2 Traffic Surveys

- 4.2.1 Traffic surveys were undertaken on Tuesday 9th May at 16:30 – 18:00 and Wednesday 10th May 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 first phase 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.

4.3 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.

Transport Statement

4.3.4 As there is no new development associated with this new link under the first phase 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 first phase 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
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 A full set of the modelling results presented above can be found at the rear of this document.

4.3.8 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.

4.3.9 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.

4.3.10 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.

- 4.3.11 A further benefit of the introduction of the first phase 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.
- 4.3.12 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.

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 Assessment, 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 pedestrian and vehicular connection between WJW and Bath Street which will require the creation of a new opening in the docks' boundary wall. The ultimate aim of this new link is to significantly enhance the pedestrian and cycle connections between Princes Dock and the city.
- 6.1.2 The new connection would exist in a first phase configuration to assist with the enabling of nearby planned development before being converted to a future second phase, permanent state (by way of a subsequent planning application) in order to achieve the ultimate aim described above.
- 6.1.3 The first phase scenario will be in place during the construction of the vacant 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.
- 6.1.4 The future second phase scenario could see the proposed link converted to a shared space carrying one-way traffic movements in an eastbound direction from WJW out onto Bath Street via a priority left-turn only junction. Immediately prior to the introduction of the permanent conditions, the central section of WJW will be reopened to general traffic.
- 6.1.5 As noted, the second phase scenario is a potential future evolution of the proposed link which is the subject of this current planning application. The commentary associated with the second phase scenario within this report is included in order to demonstrate how the new connection onto Bath Street could evolve in order to be integrated into a future phase of the LCC Connectivity Scheme which would see significant changes to the traffic movement and highway layout along Bath Street and The Strand corridor.
- 6.1.6 Whilst sharing the same required width of opening in the dock boundary wall, the second phase scenario would carry less vehicular traffic and would operate as a shared space, enabling cyclists and pedestrians to enjoy a more direct and welcoming link between the city core and the waterfront.
- 6.1.7 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.
- 6.1.8 The results of the Picady assessment demonstrate that the proposed new highway connection can comfortably function during peak traffic conditions.

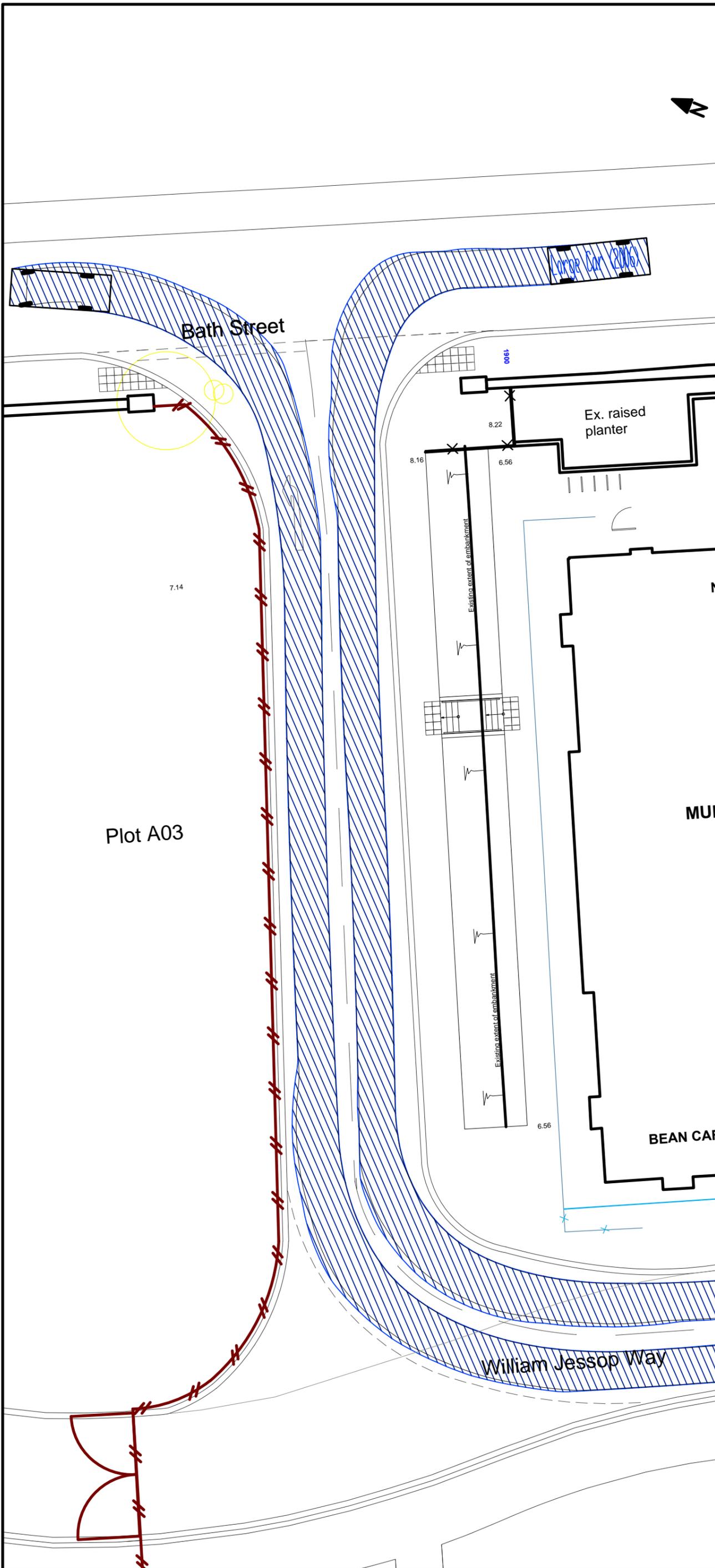
6.1.9 Compared with the current means of access into and out of WJW (which is achieved via a roundabout junction on Bath Street) the proposed new junction onto Bath Street at the eastern end of the new link is predicted to see less queuing. This reduction in queuing is in part assisted by the platoons 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.

6.1.10 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



Large Car (2006)	5.079m
Overall Length	1.816m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	1.831m
Max Track Width	4.00s
Lock to Lock Time	5.900m
Kerb to Kerb Turning Radius	

**Subject detail design and agreement with LCC
Original drawing produced by Plant-1e LLP**

Rev:	Description:	Date:	By:	Chkd:
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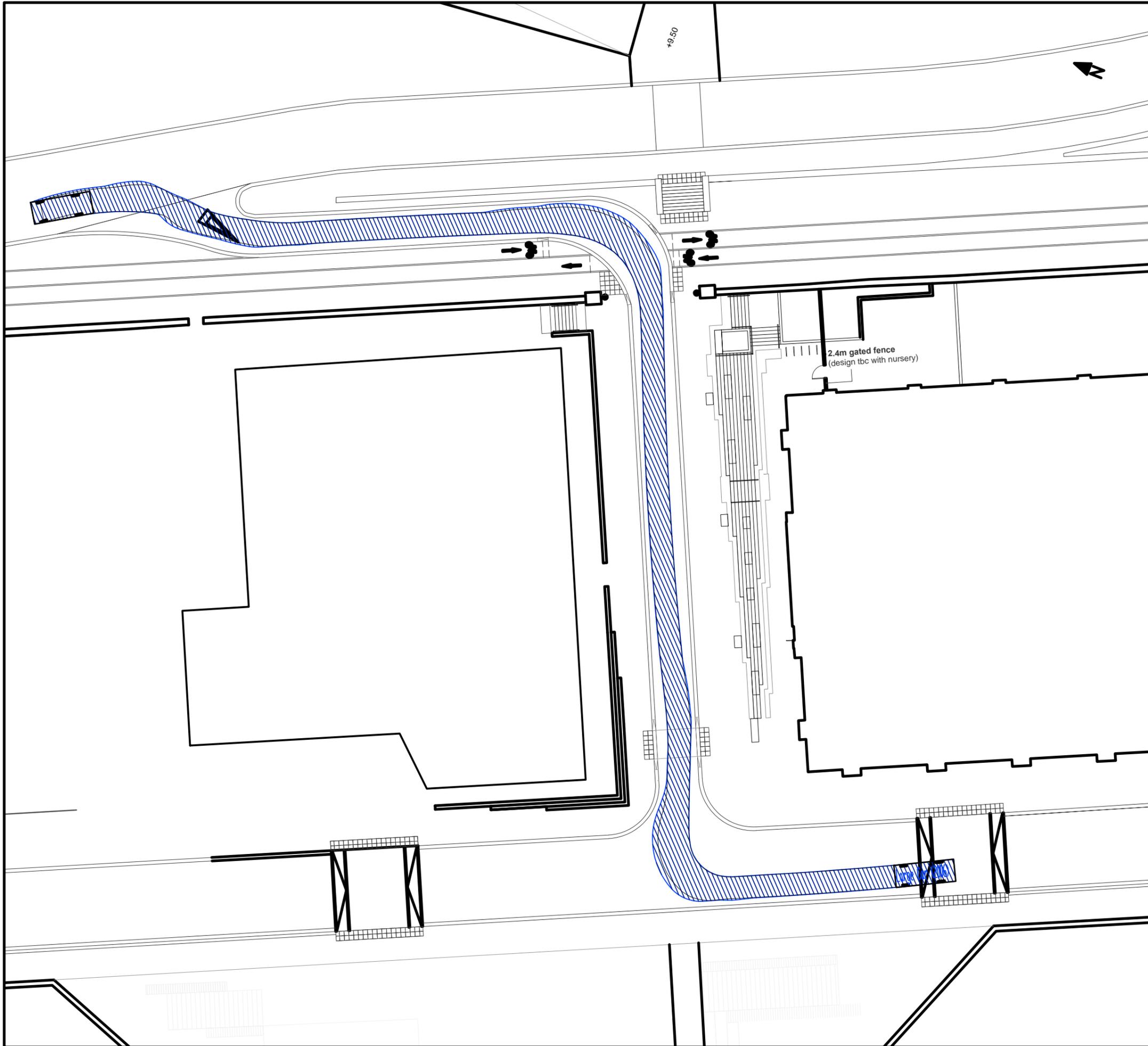
Status: **FOR INFORMATION**

Project: **LIVERPOOL WATERS
BATH STREET**

Drg Title: **CONNECTION TO WILLIAM JESSOP WAY
PHASE 1 LAYOUT AND SWEEP PATHS**

Scale:	Size:	First Issue:	Drawn:	Checked:
1:200	A3	05/09/2017	TL	KY

Drg No:	Rev:
B064095_300_0101	/



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Kerb to Kerb Turning Radius	

**Subject detail design and agreement with LCC
Original drawing produced by Planit-ia LLP**

Rev:	Description:	Date:	By:	Chkd:
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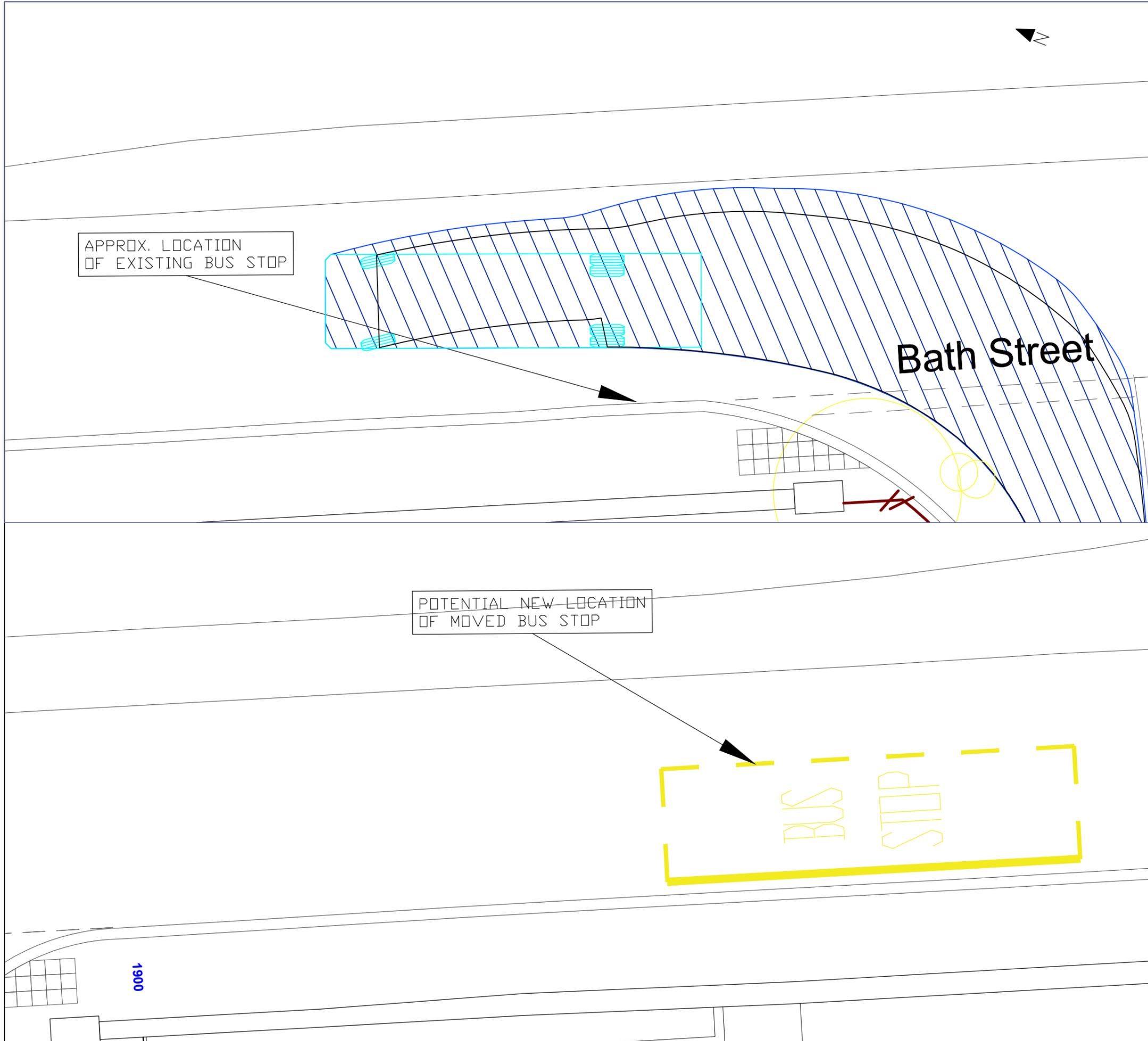
Status: **FOR INFORMATION**

Project: **LIVERPOOL WATERS
BATH STREET**

Drg Title: **CONNECTION TO WILLIAM JESSOP WAY
PHASE 2 LAYOUT AND SWEEP PATHS**

Scale:	Size:	First Issue:	Drawn:	Checked:
1:500	A3	06/09/2017	TL	K

Drg No:	Rev:
TPMA5110_300_0102	/



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Status: **FOR INFORMATION**

Project: **LIVERPOOL WATERS
BATH STREET**

Drg Title: **RELOCATION OF EXISTING BUS
STOP ALONG BATH STREET**

Scale:	Size:	First Issue:	Drawn:	Checked:
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