DATED 20th January 2026

Highways Act 1980

Acquisition of Land Act 1981

Sefton Metropolitan Borough Council (Southport Eastern Access)
Compulsory Purchase Order 2025

Proof of Evidence: Andrew Ivey

Scheme Design

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1 Introduction

Personal Details

1.1 My name is Andrew Ivey and I am an Associate with WSP, based in Liverpool. I am currently seconded to Sefton Council as Project Manager, responsible for the delivery of Sefton Council's Southport Eastern Access Scheme.

1.2 I have 14 years' experience in the field of highways and transportation, and I am a Chartered Civil Engineer with the Institution of Civil Engineers.

1.3 The evidence that I have prepared and provided in this Proof of Evidence has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the evidence is true, and the opinions expressed are my true and professional opinions.

Structure of this evidence

1.4 This evidence provides an overview of the design of the Scheme and the land required to implement it.

1.5 My evidence addresses the following:

a) Section 2: Describes the location of the Scheme, the land, the works to be undertaken and the delivery process of the scheme.
b) Section 3: Describes the Scheme delivery timescales.
c) Section 4: Describes the conclusions of my evidence.

2 The Scheme

Location of the Scheme, Land and Works

2.1 Southport Eastern Access is located to the east of Southport, in Sefton, a local authority area within the Liverpool City Region (LCR). Sefton is located to the north of Liverpool city centre, and encompasses the towns of Maghull, Bootle, Crosby, Formby and Southport, and the surrounding areas.

2.2 The Southport Eastern Access Improvement Scheme focuses on the eastern approach to Southport Town Centre in an area which is recognised as having a mixture of light industrial, retail, and residential uses. The area includes key access routes into the town and town centre as well as residential areas and major retailers and employers, including at Southport Business Park and Southport and Formby Hospital. It provides an important gateway to the town centre and seafront development area, for supporting and improving the visitor economy, which is vital for the town.

2.3 The eastern access to Southport is a key commuter route providing access to/from the town and West Lancashire and the motorway network (M58 and M6).

Description of the Scheme, Land and Works

2.4 The scheme will deliver a series of interconnected highway, junction, and active travel improvements in separate phases, along Norwood Road / Norwood Avenue (B5276), Foul Lane, Southport Road / Scarisbrick New Road / Eastbank Street (A570), Town Lane Kew.

2.5 The Phases for the Southport Eastern Access Scheme are outlined below and shown in Figure 2.1:

- <u>Phase 1</u>

  Bispham Road / Norwood Road junction improvement
  Sussex Road / Norwood Road junction improvement

- <u>Phase 2</u>

  Kew Roundabout junction improvement
  Foul Lane Cycleway Enhancement (corridor improvement)

- <u>Phase 3</u>

  Castlemore Junction
  Meols Cop Active Travel
  Hampton Road / Scarisbrick New Road junction improvement
  Virginia Street Roundabout junction improvement
  Bridge Street / Eastbank Street junction improvement

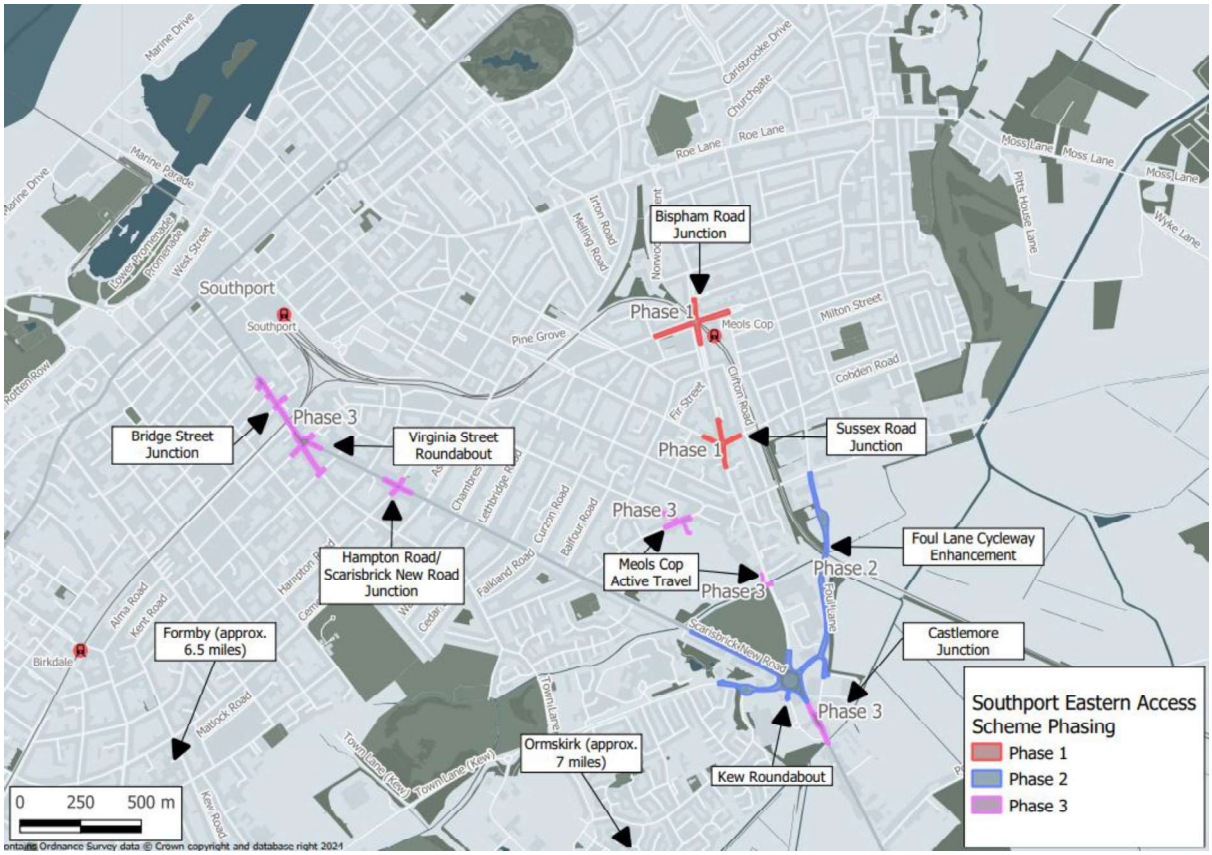

Figure 2.1 – Southport Eastern Access Scheme Phasing

2.6 The Sefton Metropolitan Borough Council (Southport Eastern Access) Compulsory Purchase Order 2025 ("the CPO") concentrates solely on land required to deliver Phase 2. Phase 1 is currently under construction and scheduled to complete in February 2026. Phase 3 is subject to confirmation of future funding.

Foul Lane

2.7 Foul Lane is an existing single carriageway road, between Crowland Street in the north and Kew Roundabout in the south. The road is currently closed to through traffic approximately 220m south of Crowland Street meaning Foul Lane effectively operates as two cul-de-sacs.

2.8 The northern section of Foul Lane, accessed from Crowland Street, provides access to a small retail/industrial complex and one private dwelling. It also accommodates the old bus turnaround area for the park and ride site which is now disused. The southern section, accessed from Kew Roundabout and Castlemore junction, provides access to Southport Household Waste Recycling Centre, B&Q, a secondary access into Meols Cop Retail Park, and two smaller industrial properties. It is also used to access the old park and ride car park which is now disused.

2.9 The Foul Lane cross section is consistent along the full length, with a carriageway width of 7.3m accommodating a northbound and southbound traffic lanes and a 2m wide footway on each side of the carriageway. To the north of Crowland Street, Foul Lane

becomes Wennington Road and is designated as the active travel route through the Norwood area, connecting to Roe Lane.

2.10 The Scheme seeks, firstly, to open up Foul Lane to vehicular traffic, by removing the physical barriers in the carriageway and locally repairing the carriageway. Land acquisition is not required to enable the reopening of Foul Lane, and this aspect of the proposals will still progress should land acquisition to deliver the other elements of the scheme be unsuccessful.

2.11 A new active travel route will be provided along the full length of Foul Lane, providing continuity from the active travel route along Wennington Road to the north, and connecting into the new active travel proposals at Kew Roundabout which are outlined in the paragraph 2.17 of this proof. Due to the opening of Foul Lane to vehicular traffic, the volume of traffic forecasted along Foul Lane necessitates the inclusion of an off-carriageway cycling route to be segregated from pedestrians. This is a requirement of the Department for Transport's latest guidance on Cycle Infrastructure Design, Local Transport Note 1/20 (LTN 1/20). Therefore, a new segregated footway and cycleway will be provided on the eastern side of Foul Lane, along the full length, and land acquisition is required to deliver this.

2.12 In addition, a new left turn lane will be provided into the Southport Household Waste Recycling Centre and the junction between Foul Lane and New Foul Lane will be reconfigured to facilitate this. Land acquisition is required to deliver the new left turn lane into the Waste Centre.

2.13 The proposed scheme along Foul Lane covers an area of 1.6ha, which includes 0.472ha of additional land outside of the existing highway boundary. The land outside of the existing highway boundary comprises grassland, shrubbery and individual trees. This land is required to undertake the alterations listed below and shown in Figure 2.2:

- Construction of a 3.0m wide cycle track and 2.0m wide footway along the eastern side of Foul Lane between Crowland Street and the junction of Foul Lane / New Foul Lane (Area A)
- Construction of a 3.25m wide left turn lane into the Southport Household Waste Recycling Centre (Area B)
- Construction of an additional 3.0m wide lane on New Foul Lane on the approach to Kew Roundabout (Area C)
- Additional right turn lane capacity on Bridle Road at the junction between Bridle Road and Atlantic Park Drive/Vesty Road (Area C)
- Construction of earthworks associated with the new infrastructure (All Areas)
- Removal of existing vegetation (All Areas)

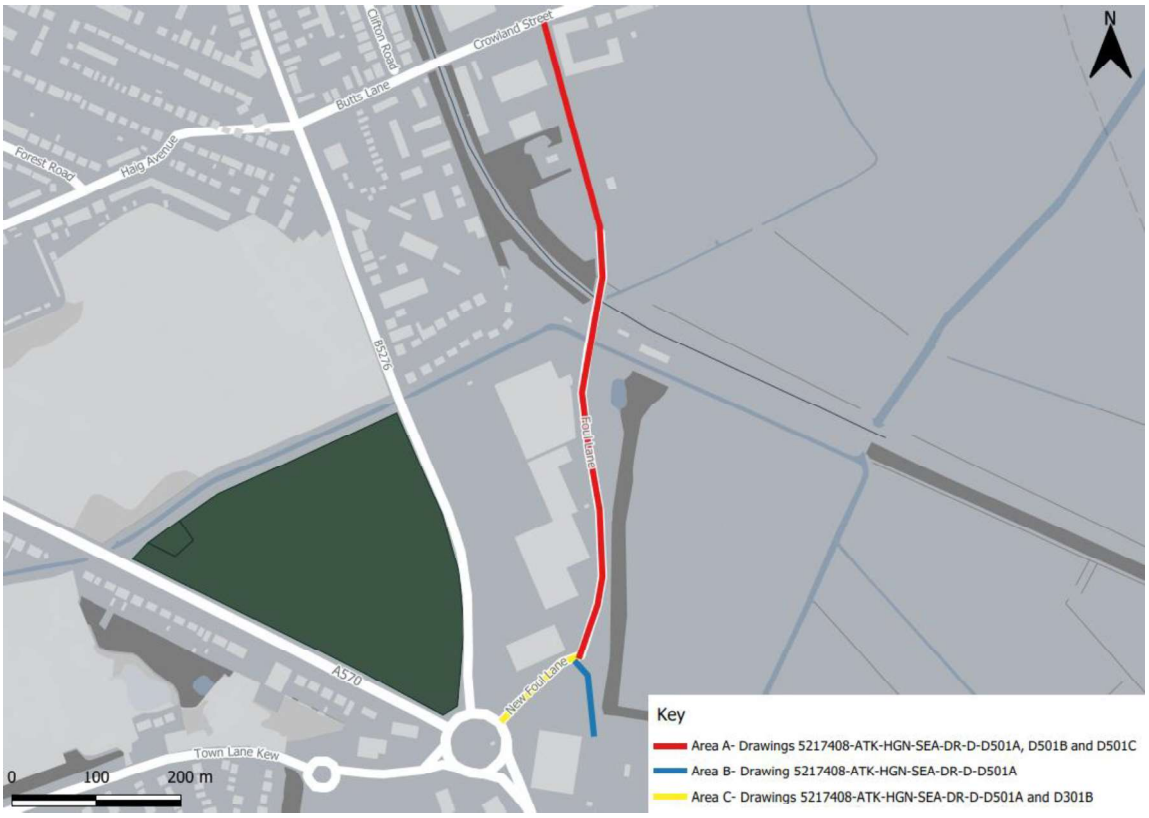

Figure 2.2 – Areas of Land Acquisition Required on Foul Lane

Kew Roundabout, including Scarisbrick New Road and Town Lane Kew

2.14 Kew Roundabout is the primary gateway junction into Southport when travelling to the town from the east. It is a 6-arm junction and as well as being a gateway junction, it also accommodates significant volumes of traffic accessing the three retail parks located around the junction. Scarisbrick New Road (A570) runs northwest from Kew Roundabout and is the most direct link between this junction and the town centre. Town Lane Kew connects west from the roundabout, initially to Southport and Formby District General Hospital and beyond towards Ainsdale.

2.15 Kew roundabout has a wide circulatory carriageway, with hatching against the central island. As part of the scheme, it is proposed to introduce capacity improvements at the junction, which will increase storage capacity on some approaches to the junction. In addition, it is proposed to narrow the circulatory carriageway, with a view to improving safety at the junction.

2.16 There are currently footways around the junction. However, there are no formal crossing points at the junction, and it is a hostile environment for pedestrians. This is supported by the feedback that the Council has received from public engagement that has been undertaken.

2.17 It is proposed to improve the pedestrian and cycle infrastructure at the junction, by providing new segregated footway and cycleway infrastructure around the junction and along all approaches. Cycle tracks are proposed at 2.5m width, with footways proposed

at 2m wide. This is to comply with LTN 1/20. The proposals also include the construction of new signalised crossing points across 5 arms of the junction, whilst a priority crossing will be provided across the other arm which is the access to the Tesco store. Whilst the carriageway will be narrowed, enabling the footways to be widened into the carriageway, there is still insufficient width in the highway boundary to accommodate the infrastructure proposed, and therefore land beyond the highway boundary is needed to accommodate a scheme that meets design standards.

2.18 Scarisbrick New Road and Town Lane Kew are single carriageway roads of varying widths on the approach to Kew Roundabout. As part of the works, additional capacity will be added to both arms on the approach to Kew Roundabout by widening and extending the approach lanes. This can be achieved without the need for land acquisition.

2.19 New active travel infrastructure will be implemented on both of Scarisbrick New Road and Town Lane Kew. Between Kew Roundabout and Queenscourt Hospice, a new segregated footway and cycleway is proposed on the northern side of Town Lane Kew. This provides connectivity between the new infrastructure on Kew Roundabout tying into the existing active travel infrastructure to the west of the Queenscourt Hospice access. Between Kew Roundabout and Fine Jane's Brook, a new segregated footway and cycleway is proposed on the northern side of Scarisbrick New Road. This provides connectivity between the new infrastructure on Kew Roundabout tying into the existing active travel infrastructure running east and west along Fine Jane's Brook. Some land acquisition is required in order to achieve new infrastructure that complies with the requirements of LTN 1/20.

2.20 The proposed scheme at Kew Roundabout, Scarisbrick New Road and Town Lane Kew covers an area of 2.57ha, which includes 0.288ha of additional land outside of the existing highway boundary. The land outside of the existing highway boundary comprises grassland, shrubbery and individual trees. This land is required to undertake the alterations listed below and shown in Figure 2.3:

- Construction of a 2.5m wide cycle track and 2.0m wide footway adjacent to the carriageway between Meols Cop Road and Foul Lane (Area A)
- Construction of a 2.5m wide cycle track and 2.0m wide footway adjacent to the carriageway between Foul Lane and Southport Road (Area B)
- Construction of a 2.5m wide cycle track and 2.0m wide footway adjacent to the carriageway between Southport Road and the Tesco Store Access (Area C)
- Construction of a 2.5m wide cycle track and 2.0m wide footway adjacent to the carriageway between the Tesco Store Access and Town Lane Kew (Area D)
- Construction of a 2.5m wide cycle track and 2.0m wide footway adjacent to the carriageway between Town Lane Kew and Scarisbrick New Road (Area E)
- Construction of a 2.5m wide cycle track and 2.0m wide footway adjacent to the carriageway between Scarisbrick New Road and Meols Cop Road (Area F)
- Construction of a 2.5m wide cycle track and 2.0m wide footway along Town Lane Kew between Kew Roundabout and Queenscourt Hospice (Area G)
- Construction of a 2.5m wide cycle track and 2.0m wide footway along Scarisbrick New Road between Kew Roundabout and Fine Jane's Brook (Area H)
- Construction of earthworks associated with the new infrastructure (All Areas)
- Removal of existing vegetation (All Areas)

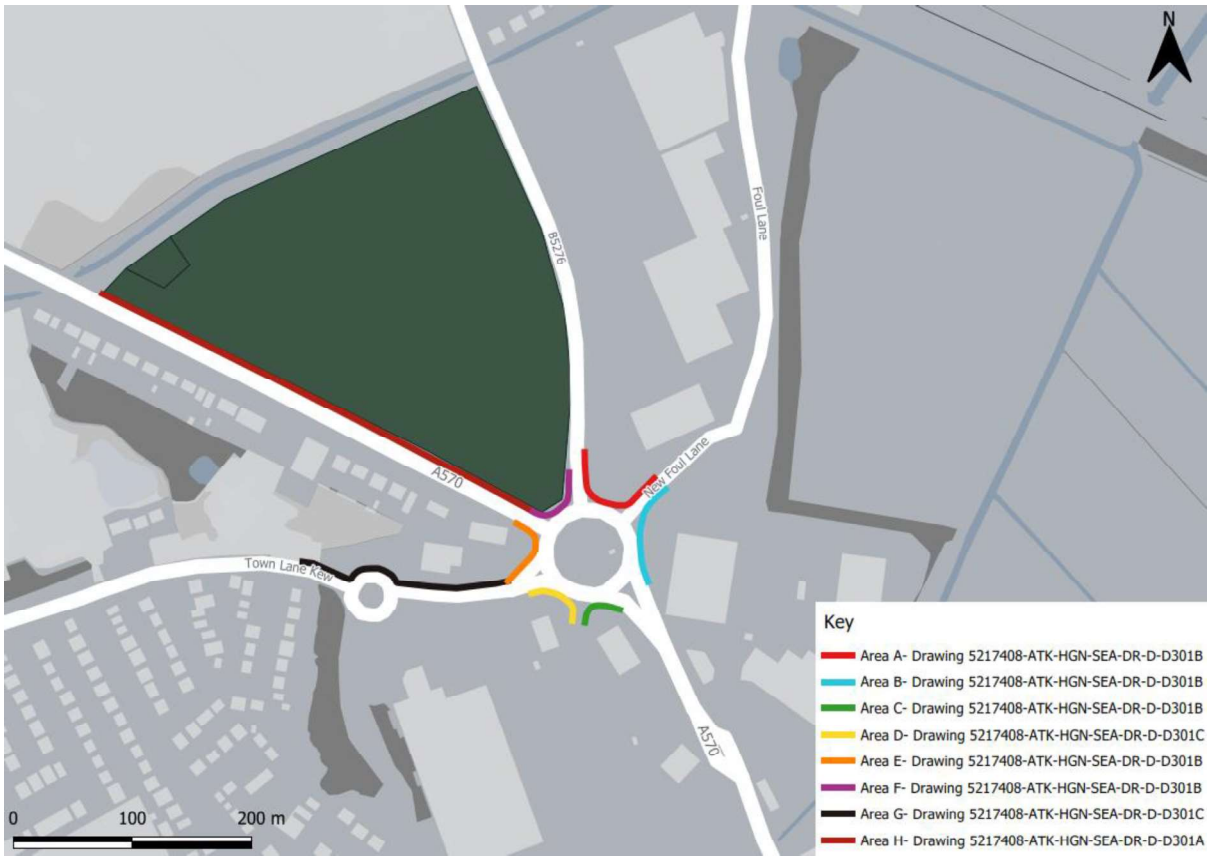

Figure 2.3 – Areas of Land Acquisition Required around Kew Roundabout, Along Scarisbrick New Road and Town Lane Kew

Land

2.21 The scheme is being delivered by Sefton Council, as Highway Authority. Works on their infrastructure will be delivered under their own powers under the Highways Act 1980.

2.22 Land acquisition is required for localised widening of the existing highway corridor along Foul Lane, Scarisbrick New Road, Town Lane Kew and around Kew Roundabout.

2.23 With the exception of the areas outlined in 2.22, all other of the Order Lands are existing highways of Foul Lane, Scarisbrick New Road, Town Lane Kew, Meols Cop Road, Southport Road and Kew Roundabout.

2.24 The extent of land acquisition was determined during the preliminary design stage, where all possible alternatives to the final resort of compulsory land purchase were investigated. The design was refined at the detailed design stage, which commenced prior to the making of the CPO, where the exact land acquisition extents were confirmed.

2.25 The preliminary design work undertaken has included the following development of the options identified for the scheme to ensure that it is deliverable and that the land required is appropriate and essential for delivery of the scheme:

- Review against traffic modelling to ensure scheme delivers the benefits required
- Horizontal and vertical alignment design of the scheme, including visibility checks

- Preliminary design of highway infrastructure, including drainage, signage, kerbs and paved areas.
- Maintenance access requirements

This work enabled the overall extents of the land required to be fully established and accurately included within the design proposals.

2.26 The design has been undertaken in accordance with LTN 1/20, Cycle Infrastructure Design, which is guidance, produced for local authorities by the Department for Transport, on designing high-quality, safe cycle infrastructure. Given the restrictions of the available widths within the existing highway corridor, localised widening is required to achieve infrastructure that delivers the benefits of the Scheme and is compliant with national guidance.

2.27 The full extent of the Land acquisition is shown in the CPO. Further detail relating to each plot, including the reason(s) why it is required, are provided within Appendix B.

2.28 In summary, the land contained within the CPO is the minimum required to construct the new active travel infrastructure and localised highway capacity improvements to deliver the benefits of the scheme.

Additional Land Excluded from the CPO

2.29 In the course of negotiations with Leicestershire County Council it became apparent that the CPO Map had excluded land which was required for the Scheme. The reason for this was that the parties had previously believed that the land was highway land when it was in fact not.

2.30 Drawings 5217408-ATK-HGN-SEA-DR-D-D501A and D301B shows the proposed design in this area, where additional land from Leicestershire County Council's ownership is required to accommodate the following items of the design:

- Accommodate an additional lane on New Foul Lane on the approach to Kew Roundabout
- Shared use footway and cycleway on the southern side of New Foul Lane
- Accommodate a pedestrian and cycle crossing of Foul Lane
- Facilitate the maximum length of new left turn lane into the Household Waste Recycling Centre

2.31 Mr Dunsmore will set out the modification which the Council is asking the Inspector to make (with the landowner's consent) under s.14.

3 Delivery and Scheme Timescales

3.1 The Scheme is being delivered by Sefton Council, using funding from the City Region Sustainable Transport Settlement (CRSTS), which is managed regionally by the Liverpool City Region Combined Authority (LCRCA).

3.2 The Scheme has been managed in accordance with the LCRCA Gateway Assurance Process, which provides a governance structure to ensure that all projects delivered within the CRSTS portfolio are progressed in a consistent and controlled manner. Regular reviews are held to ensure that risks are being appropriately managed and that Sefton can demonstrate compliance with the overall objectives of the CRSTS funding, before commencing to the next stage of development.

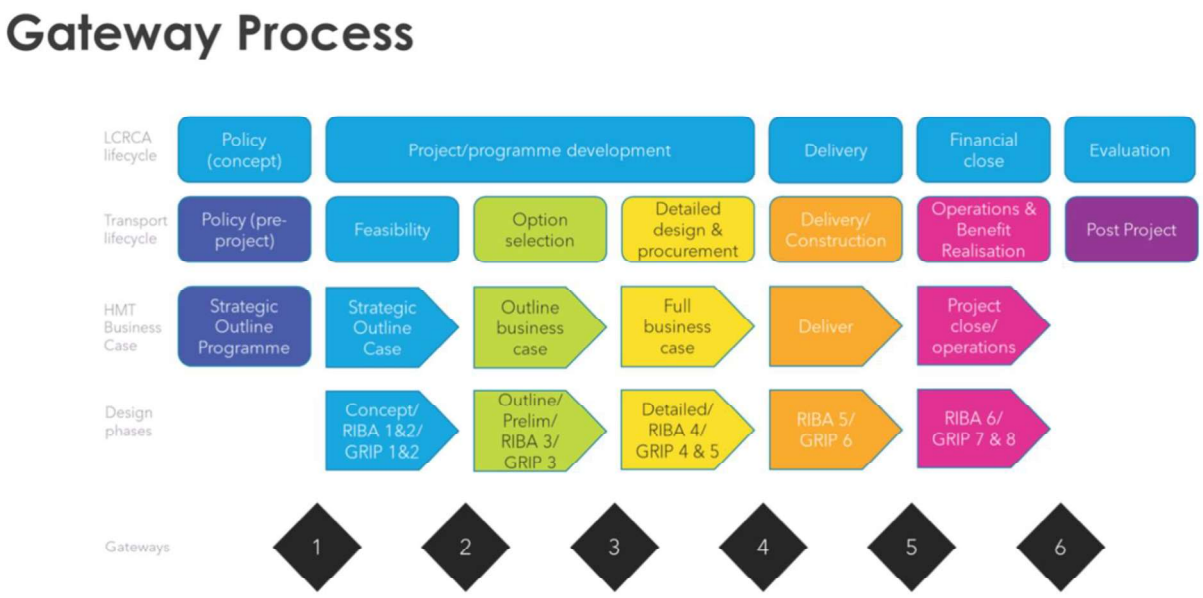

Figure 3.1 – LCRCA Scheme Assurance Process

3.3 The Southport Eastern Access Scheme began development in 2018, when it was identified that a series of interventions were required to the highway network on the approach to the town from the east. Currently, the eastern side of Southport suffers from accessibility and traffic congestion issues. Additionally, future development proposals will create additional pressure on the existing highway network in this area, including routes on the Liverpool City Region (LCR) Key Route Network (KRN) within Southport. An Outline Business Case was produced by Atkins in 2020.

3.4 Following the publication of DfT's Gear Change strategy in 2020, and subsequently LTN 1/20, it was identified that Southport Eastern Access could incorporate improved active travel infrastructure. Given the limited walking and cycling links on this area of the network, these measures were developed to complement the proposed modifications to the highway network and provide additional benefits to the area. On that basis, Atkins were appointed to commence preliminary design of all phases in 2020.

3.5 Public Consultation was undertaken in 2021 based on the concept design of the scheme. A second round of public consultation was undertaken in 2023 based on the preliminary

design proposals. The 2023 consultation included a targeted detailed consultation exercise with affected landowners, in addition to a broader consultation exercise where member of the public were invited to comment on the proposals.

3.6 Following completion of the preliminary design and the conclusion of the public consultation, Atkins commenced with the production of the Full Business Case in 2024

3.7 Atkins were appointed to commence the detailed design of the Scheme in 2025, following the commencement of the construction of Southport Eastern Access Phase 1 and the approval of the Full Business Case by LCRCA.

3.8 Balfour Beatty were engaged in August 2023 to undertake a feasibility study, reviewing the deliverability of the full Southport Eastern Access scheme, covering all three phases. This provided Sefton Council with an outline delivery programme and a robust construction cost estimate. Following a separate procurement exercise to appoint them to deliver Phase 1 of the Scheme, they were appointed for Pre-Construction services on Phase 2 of the Scheme in July 2025. They are currently working with the design team to provide buildability advice and to manage the delivery programme.

3.9 Balfour Beatty have commenced their procurement exercise for the delivery of the Scheme and are programmed to present a formal offer to Sefton Council for the construction of the scheme in February 2026. Subject to the outcome of Public Inquiry, start of construction can commence in 2026.

3.10 It is expected that the scheme will be completed in 2027, following which a period of monitoring and evaluation will occur over the course of 3 years to determine whether the scheme has successfully met it's objectives.

3.11 Sefton Council have a commitment to deliver the scheme within the CRSTS funding window. In order to meet this objective, the confirmation of Orders is required in 2026 to ensure that the necessary land interests have been secured and the Scheme can commence on site.

3.12 Although the Applicant already owns the majority of the Land required to construct the scheme, it is necessary to have confirmation that the Council has the ability to secure all of the required Land so that there is no impediment or delay to construction.

4 Conclusion

4.1 In summary, having been involved as the Project Manager during the development of the preliminary and detailed design of Southport Eastern Access, I consider that:

- The Scheme layout enables the delivery of the traffic and economic benefits detailed in other evidence provided.
- The Scheme benefits cannot be delivered wholly within existing highway land.
- The land included within the CPO for the scheme is essential to deliver the proposed design.

Appendix A

General Arrangement Plans

Foul Lane

- 5217408-ATK-HGN-SEA-DR-D-D501A
- 5217408-ATK-HGN-SEA-DR-D-D501B
- 5217408-ATK-HGN-SEA-DR-D-D501C

Kew Roundabout

- 5217408-ATK-HGN-SEA-DR-D-D301A
- 5217408-ATK-HGN-SEA-DR-D-D301B
- 5217408-ATK-HGN-SEA-DR-D-D301C

DO NOT SCALE

NOTES:
1. THIS DRAWING IS INTENDED AS A DETAILED DESIGN GENERAL ARRANGEMENT AND IS NOT FOR CONSTRUCTION PURPOSES.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
3. REFER TO THE DRAWINGS LISTED IN THE DRAWING INDEX SHEET FOR FULL CONSTRUCTION INFORMATION AND DETAILS.
4. THE LAYOUT IS SUBJECT TO CHANGE DUE TO ONGOING DEVELOPMENT WITH SEFTON COUNCIL, STAKEHOLDER INVOLVEMENT, PUBLIC CONSULTATIONS AND AVAILABILITY OF LAND FOR HIGHWAY WIDENING.
5. THE HIGHWAY BOUNDARY SHOWN HAS BEEN HAND DRAWN USING PDF ADOPTION PLANS PROVIDED BY SEFTON COUNCIL.
6. DUE TO THE PRESENCE OF PEAT AND UNFAVOURABLE GROUND CONDITIONS, ATKINS AND BALFOUR BEATTY ARE UNDERTAKING GROUND INVESTIGATION WORK TO DETERMINE REMEDIAL WORKS THAT WILL BE NECESSARY TO CARRIAGEWAY, FOOTWAY AND CYCLEWAY SUB STRUCTURES, AND ALSO WORKS REQUIRED TO INFILL THE DEUSED BOUNDARY DITCH.

GENERAL KEY:
- 450x450mm CONCRETE BLISTER TACTILE PAVING (RED)
- 450x450mm CONCRETE BLISTER TACTILE PAVING (BUFF)
- CONCRETE CORDUROY HAZARD PAVING (BUFF)
- CONCRETE CYCLETRACK DIRECTIONAL PAVING (BUFF)
- PROPOSED KERB LINE (125mm PCC)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIEG. NO. 956
- MINI-ENSIGN CYCLE SIGNAGE BOLLARD
- PROPOSED DIRECTIONAL BOLLARD
- EXISTING MESH STEEL SECURITY BOUNDARY FENCE RE-LOCATED
- EXISTING STEEL PALISADE BOUNDARY FENCE RE-LOCATED
- PROPOSED PEDESTRIAN GUARDRAILING.
- PROPOSED BOLLARD
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS
- LIGHTING COLUMN – REFER TO STREET LIGHTING DRAWINGS FOR DETAILS
- INDICATIVE TRAFFIC SIGNALS EQUIPMENT – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- TRAFFIC SIGNALS CHAMBER – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- PROPOSED GULLY – REFER TO DRAINAGE DRAWINGS FOR CONSTRUCTION DETAIL AND CONNECTIONS / DISCONNECTIONS

LAND & BOUNDARY KEY:
- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:
- RE-SURFACED CARRIAGEWAY (PLANE, INLAY AND REGULATE)
- PROPOSED CARRIAGEWAY CONSTRUCTION (FULL DEPTH CONSTRUCTION/WARROW WIDENING)
- RE-SURFACED AC FOOTWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW AC FOOTWAY (ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- NEW AC SEGREGATED CYCLEWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW GREEN COLOURED AC CYCLEWAY (GREEN ASPHALT CONCRETE SURFACING)
- NEW RAISED ENTRY TREATMENT (ASPHALT CONCRETE CONSTRUCTION)
- SOFT LANDSCAPING (100mm TOPSOIL AND GRASS SEED)
- SOFT LANDSCAPING (UP TO 300mm TOPSOIL AND GRASS SEED)
- EXISTING DITCH EXCAVATED BACKFILLED AND GROUND LEVELLED – EXTENTS, MATERIALS AND DEPTHS TO BE CONFIRMED BY ONGOING GROUND INVESTIGATIONS BY ATKINS AND BALFOUR BEATTY (REFER TO NOTE 6).
- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:
- HAS / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY / POOR GROUND CONDITIONS DUE TO PRESENCE OF PEAT

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

REMOVAL OF TREES AND VEGETATION / BACKFILLING OF DRAINAGE DITCH

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev	Date	Description	By	Check	Appr
P02	23/09/24	CHANGES TO WASTE CENTRE ACCESS / ENG CYCLEWAY AMENDED TO SHARED / ISSUED FOR RSA2	DS	DS	PE
P01	16/09/22	ISSUED FOR DETAIL DESIGN GENERAL ARRANGEMENT INVESTIGATIONS & RSA1 COMMENTS	DS	DS	CC

Drawing Status: **FOR RSA2**

Status: S2

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3rd FLOOR
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Client: Sefton Council
Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3NJ
Tel: 0151 934 2000

Project Title: SOUTHPORT EASTERN APPROACHES (SEA) DETAILED DESIGN

Drawing Title: FOUL LANE ENHANCED CYCLEWAY GENERAL ARRANGEMENT (Sheet 1 of 3)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	CC
Original Size	Date	Date	Date	Date
A0	15/09/22	15/09/22	16/09/22	23/09/22

Drawing Number: 5217408-ATK-HGN-SEA-DR-D-D501A

Revision: P02

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DO NOT SCALE

EXISTING FOOTWAY WIDENED TO ACCOMMODATE A 3m TWO WAY SEGREGATED CYCLEWAY ADJACENT TO FOUL LANE.

EXISTING TREES, BUSHES AND VEGETATION TO BE REMOVED TO ALLOW WIDENING OF THE HIGHWAY TO ACCOMMODATE THE SEGREGATED CYCLEWAY.

EXISTING TREES, BUSHES AND VEGETATION TO BE REMOVED TO ALLOW WIDENING OF THE HIGHWAY TO ACCOMMODATE THE SEGREGATED CYCLEWAY.

WIDENING INTO EXISTING EMBANKMENT. EARTHWORKS REQUIRED TO PROVIDE A 1:2 BATTER. DESIGN OF EARTHWORKS TO BE INFORMED BY THE GI RESULTS.

WIDENING INTO EXISTING EMBANKMENT. EARTHWORKS REQUIRED TO PROVIDE A 1:2 BATTER. DESIGN OF EARTHWORKS TO BE INFORMED BY THE GI RESULTS.

CYCLEWAY TRANSITIONS TO SHARED USE TO TRAVERSE THE EXISTING OVERBRIDGE AND UNDERBRIDGE.

FOUL LANE

CUTLINE

Drain

Pond

NEW SECTION OF CARRIAGEWAY TO ALLOW FOUL LANE TO BE OPENED UP TO TWO WAY TRAFFIC FLOW.

EXISTING TREES, BUSHES AND VEGETATION TO BE CLEARED TO ALLOW HIGHWAY WIDENING FOR THE SEGREGATED CYCLEWAY.

EXISTING ACCESS TO ABANDONED SITE TO BE STOPPED UP. STOPPING UP ORDER MAY BE REQUIRED. SEFTON TO INVESTIGATE.

KERBLINE BUILT OUT TO MAXIMISE SHARED USE WIDTH.

3.22m

3.32m

3.25m

EXISTING CAR PARK TO BE RE-DEVELOPED AS A RESIDENTIAL SITE. SEFTON TO SUPPLY DEVELOPMENT PROPOSALS TO THE DESIGN TEAM FOR COORDINATION OF PROPOSED ACCESS ARRANGEMENTS FOR VEHICLES, PEDESTRIANS AND CYCLISTS. PROPOSALS COULD BE SUBJECT TO RE-DESIGN TO ALIGN WITH THE PROPOSED DEVELOPMENT ARRANGEMENTS AND ALIGNMENTS.

PROPOSED PARALLEL CROSSING.

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- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIEG. NO. 956
- MINI-ENSIGN CYCLE SIGNAGE BOLLARD
- PROPOSED DIRECTIONAL BOLLARD
- EXISTING MESH STEEL SECURITY BOUNDARY FENCE RE-LOCATED
- EXISTING STEEL PALLISADE BOUNDARY FENCE RE-LOCATED
- PROPOSED PEDESTRIAN GUARDRAILING.
- PROPOSED BOLLARD
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS
- LIGHTING COLUMN – REFER TO STREET LIGHTING DRAWINGS FOR DETAILS
- INDICATIVE TRAFFIC SIGNALS EQUIPMENT – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- TRAFFIC SIGNALS CHAMBER – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- PROPOSED GULLY – REFER TO DRAINAGE DRAWINGS FOR CONSTRUCTION DETAIL AND CONNECTIONS / DISCONNECTIONS

LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

- RE-SURFACED CARRIAGEWAY (PLANE, INLAY AND REGULATE)
- PROPOSED CARRIAGEWAY CONSTRUCTION (FULL DEPTH CONSTRUCTION/WARROW WIDENING)
- RE-SURFACED AC FOOTWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW AC FOOTWAY (ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- NEW AC SEGREGATED CYCLEWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW GREEN COLOURED AC CYCLEWAY (GREEN ASPHALT CONCRETE SURFACING)
- NEW RAISED ENTRY TREATMENT (ASPHALT CONCRETE CONSTRUCTION)
- SOFT LANDSCAPING (100mm TOPSOIL AND GRASS SEED)
- SOFT LANDSCAPING (UP TO 300mm TOPSOIL AND GRASS SEED)
- EXISTING DITCH EXCAVATED BACKFILLED AND GROUND LEVELLED – EXTENTS, MATERIALS AND DEPTHS TO BE CONFIRMED BY ONGOING GROUND INVESTIGATIONS BY ATKINS AND BALFOUR BEATTY (REFER TO NOTE 6).
- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY / POOR GROUND CONDITIONS DUE TO PRESENCE OF PEAT

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

REMOVAL OF TREES AND VEGETATION / BACKFILLING OF DRAINAGE DITCH

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Check	Appr.
P02	23/09/24	CHANGES TO WRITE-CENTRE ACCESS (B&J CYCLEWAY AMENDED TO SHARED / BSMG FOR RSA2)	DS	DS	PE
P01	14/06/22	ISSUED FOR DETAIL DESIGN (BUILD 1) INVESTIGATIONS & RSA1 COSTING	DS	DS	CC

Drawing Status: **FOR RSA2**

Status: S2

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Client: Sefton Council

Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3NJ
Tel 0151 934 2000

Project Title: SOUTHPORT EASTERN APPROACHES (SEA) DETAILED DESIGN

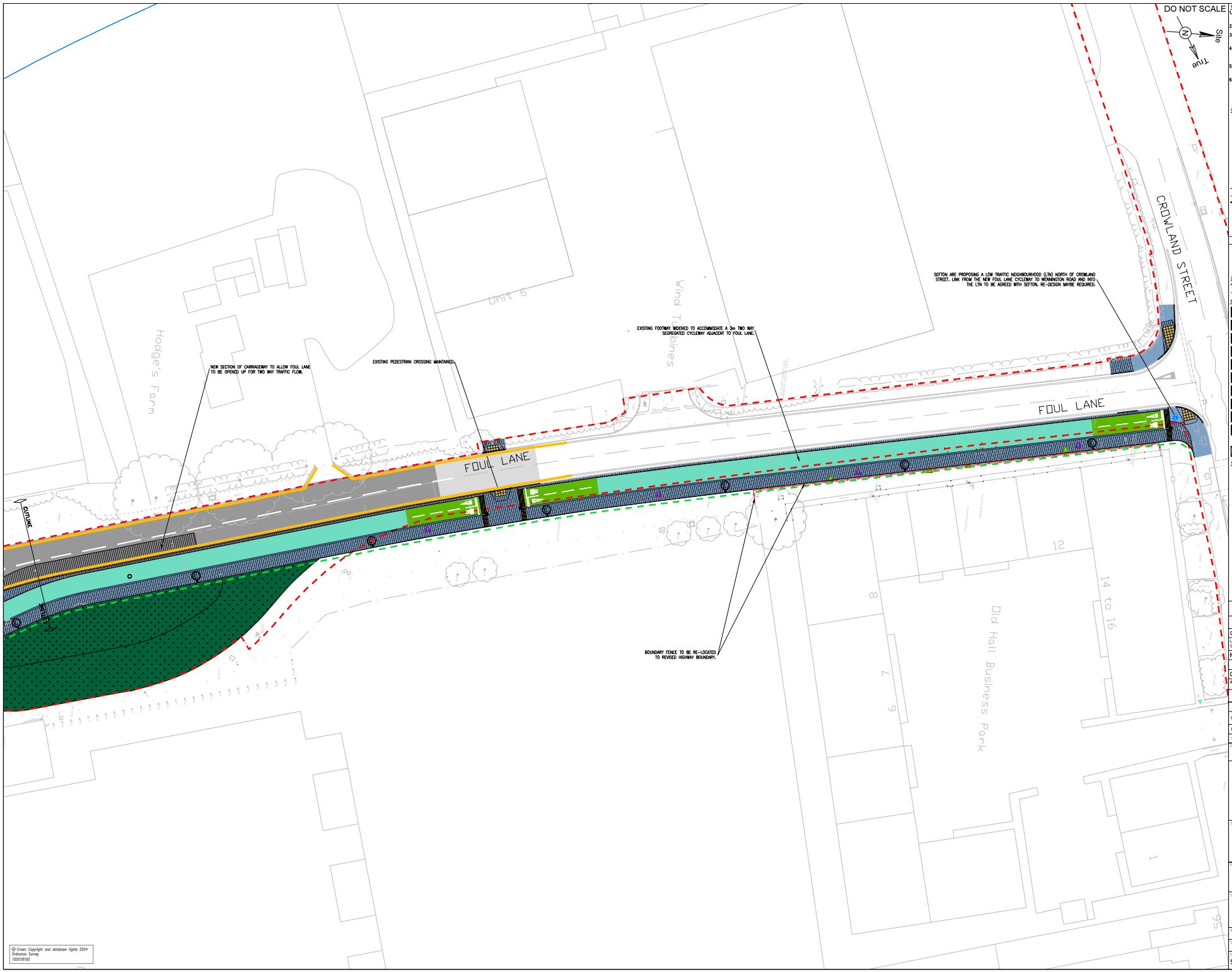
Drawing Title: FOUL LANE ENHANCED CYCLEWAY GENERAL ARRANGEMENT (Sheet 2 of 3)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	CC

Original Size	Date	Date	Date	Date
A0	15/09/22	15/09/22	16/09/22	23/09/22

Drawing Number: 5217408-ATK-HGN-SEA-DR-D-D501B

Revision: P02



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NOTES:

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2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
3. REFER TO THE DRAWINGS LISTED IN THE DRAWING INDEX SHEET FOR FULL CONSTRUCTION INFORMATION AND DETAILS.
4. THE LAYOUT IS SUBJECT TO CHANGE DUE TO ONGOING DEVELOPMENT WITH SEFTON COUNCIL, STAKEHOLDER INVOLVEMENT, PUBLIC CONSULTATIONS AND AVAILABILITY OF LAND FOR HIGHWAY WIDENING.
5. THE HIGHWAY BOUNDARY SHOWN HAS BEEN HAND DRAWN USING PDF ADOPTION PLANS PROVIDED BY SEFTON COUNCIL.
6. DUE TO THE PRESENCE OF PEAT AND UNFAVOURABLE GROUND CONDITIONS, ATKINS AND BALFOUR BEATTY ARE UNDERTAKING GROUND INVESTIGATION WORK TO DETERMINE REMEDIAL WORKS THAT WILL BE NECESSARY TO CARRIAGEWAY, FOOTWAY AND CYCLEWAY SUB STRUCTURES, AND ALSO WORKS REQUIRED TO INFILL THE DISUSED BOUNDARY DITCH.

GENERAL KEY:

- 450x450mm CONCRETE BLISTER TACTILE PAVING (RED)
- 450x450mm CONCRETE BLISTER TACTILE PAVING (BUFF)
- CONCRETE CORDUROY HAZARD PAVING (BUFF)
- CONCRETE CYCLETRACK DIRECTIONAL PAVING (BUFF)
- PROPOSED KERB LINE (125mm PCC)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIEG. NO. 956
- MINI-ENSIGN CYCLE SIGNAGE BOLLARD
- PROPOSED DIRECTIONAL BOLLARD
- EXISTING MESH STEEL SECURITY BOUNDARY FENCE RE-LOCATED
- EXISTING STEEL PALISADE BOUNDARY FENCE RE-LOCATED
- PROPOSED PEDESTRIAN GUARDRAILING.
- PROPOSED BOLLARD
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS
- LIGHTING COLUMN – REFER TO STREET LIGHTING DRAWINGS FOR DETAILS
- INDICATIVE TRAFFIC SIGNALS EQUIPMENT – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- TRAFFIC SIGNALS CHAMBER – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- PROPOSED GULLY – REFER TO DRAINAGE DRAWINGS FOR CONSTRUCTION DETAIL AND CONNECTIONS / DISCONNECTIONS

LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

- RE-SURFACED CARRIAGEWAY (PLANE, INLAY AND REGULATE)
- PROPOSED CARRIAGEWAY CONSTRUCTION (FULL DEPTH CONSTRUCTION/NARROW WIDENING)
- RE-SURFACED AC FOOTWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW AC FOOTWAY (ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- NEW AC SEGREGATED CYCLEWAY (ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW GREEN COLOURED AC CYCLEWAY (GREEN ASPHALT CONCRETE SURFACING)
- NEW RAISED ENTRY TREATMENT (ASPHALT CONCRETE CONSTRUCTION)
- SOFT LANDSCAPING (100mm TOPSOIL AND GRASS SEED)
- SOFT LANDSCAPING (UP TO 300mm TOPSOIL AND GRASS SEED)
- EXISTING DITCH EXCAVATED BACKFILLED AND GROUND LEVELLED – EXTENTS, MATERIALS AND DEPTHS TO BE CONFIRMED BY ONGOING GROUND INVESTIGATIONS BY ATKINS AND BALFOUR BEATTY (REFER TO NOTE 6).
- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY / POOR GROUND CONDITIONS DUE TO PRESENCE OF PEAT

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

REMOVAL OF TREES AND VEGETATION / BACKFILLING OF DRAINAGE DITCH

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Rev.	Date	Description	By	Check	Appr.
P02	23/09/24	CHANGES TO WASTE CENTRE ACCESS / BMJ - CYCLEWAY AMENDED TO SHARED / ISSUED FOR RSA2	DS	DS	PE
P01	14/09/22	ISSUED FOR DETAIL DESIGN REVIEW / INVESTIGATIONS & RSA2 COSTING	DS	DS	CC

Drawing Status: **FOR RSA2**

Suitability: S2

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Client: Sefton Council
Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3NJ
Tel: 0151 934 2000

Project Title: SOUTHPORT EASTERN APPROACHES (SEA) DETAILED DESIGN

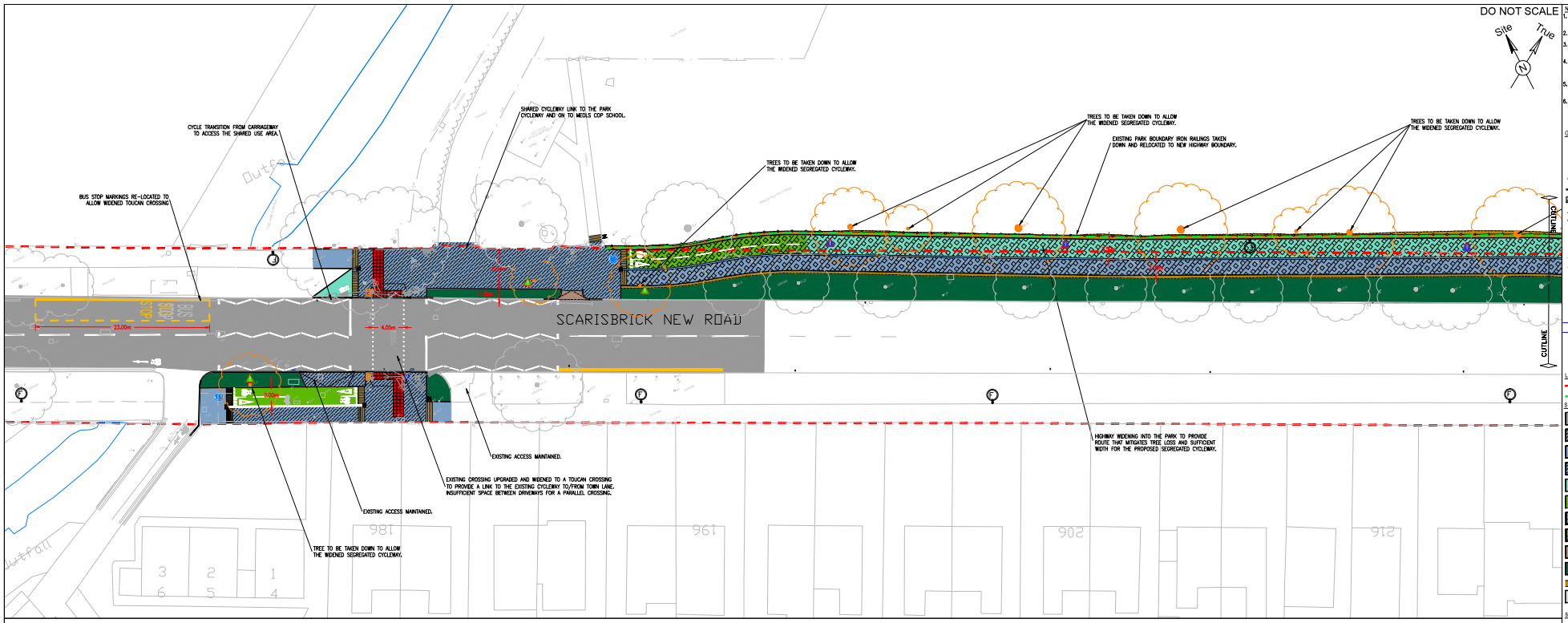
Drawing Title: FOUL LANE ENHANCED CYCLEWAY GENERAL ARRANGEMENT (Sheet 3 of 3)

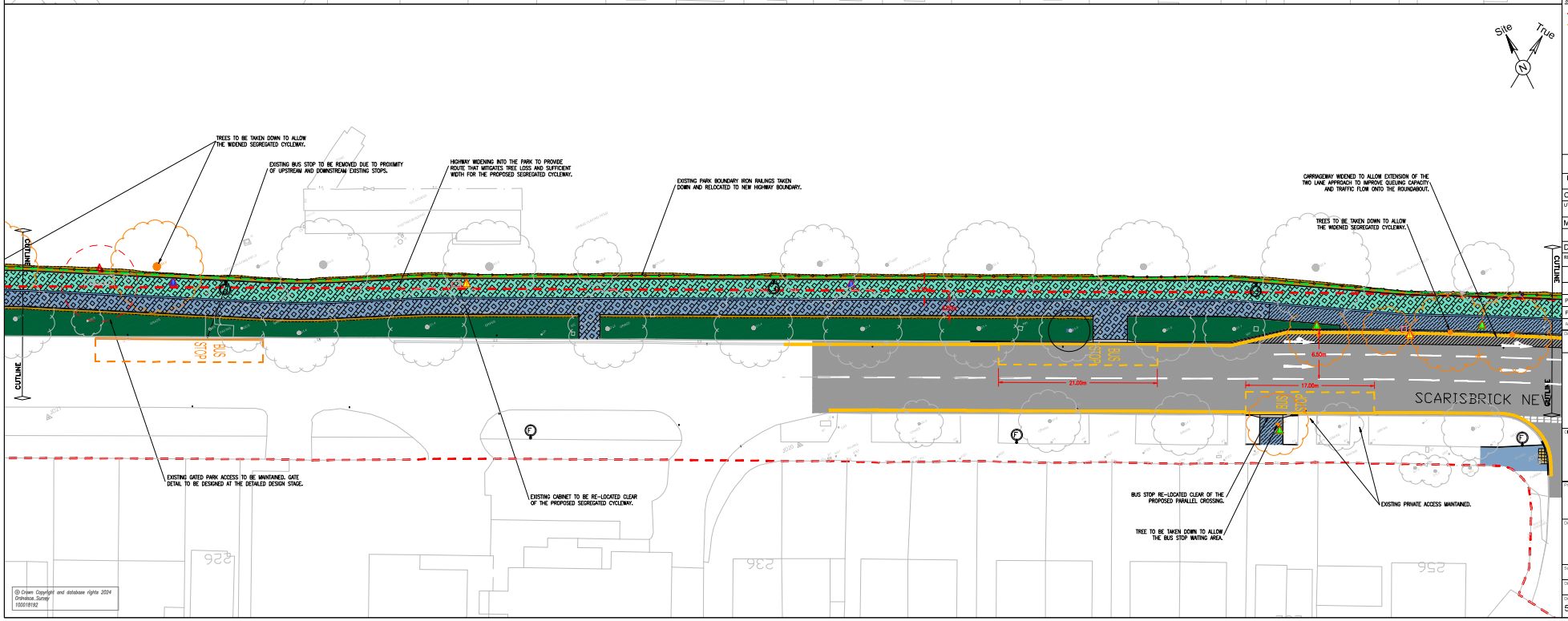
Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	CC
Original Size	**Date**	**Date**	**Date**	**Date**
A0	15/09/22	15/09/22	16/09/22	23/09/22

Drawing Number: 5217408-ATK-HGN-SEA-DR-D-D501C

Revision: P02

DO NOT SCALE





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3. REFER TO THE DRAWINGS LISTED IN THE DRAWING INDEX SHEET FOR FULL CONSTRUCTION INFORMATION AND DETAILS.
4. THE LAYOUT IS SUBJECT TO CHANGE DUE TO ONGOING DEVELOPMENT WITH SEFTON COUNCIL, STAKEHOLDER INVOLVEMENT, PUBLIC CONSULTATIONS AND AVAILABILITY OF LAND FOR HIGHWAY WIDENING.
5. THE HIGHWAY BOUNDARY SHOWN HAS BEEN HAND DRAWN USING PDF ADOPTION PLANS PROVIDED BY SEFTON COUNCIL.
6. DUE TO THE PRESENCE OF PEAT AND UNFAVOURABLE GROUND CONDITIONS, ATKINS AND BALFOUR BEATTY ARE UNDERTAKING GROUND INVESTIGATION WORK TO DETERMINE REMEDIAL WORKS THAT MAY BE NECESSARY TO CARRIAGEWAY, FOOTWAY AND CYCLEWAY SUB STRUCTURES.

GENERAL KEY:

- 400x400mm CONCRETE BLISTER TACTILE PAVING (RED)
- 400x400mm CONCRETE BLISTER TACTILE PAVING (BUFF)
- CONCRETE CORDUROY HAZARD PAVING (BUFF)
- CONCRETE CYCLETRACK DIRECTIONAL PAVING (BUFF)
- PROPOSED KERB LINE (125mm PCC)
- PROPOSED BUS STOP ACCESS KERBS (PCC)
- PROPOSED DUTCH ENTRANCE KERBS (PCC RAMP UNITS & TRANSITION UNITS)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIAG. NO. 956
- MINI-ENSIGN CYCLE SIGNAGE BOLLARD
- PROPOSED DIRECTIONAL BOLLARD
- PROPOSED OR RE-LOCATED PEDESTRIAN GUARDRAILING
- RE-LOCATED IRON RAILING BOUNDARY FENCE
- PROPOSED BOLLARD
- PROPOSED STANDARD LED ZEBRASAFE POLE
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS
- LIGHTING COLUMN – REFER TO STREET LIGHTING DRAWINGS FOR DETAILS
- INDICATIVE TRAFFIC SIGNALS EQUIPMENT – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- TRAFFIC SIGNALS CHAMBER – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- PROPOSED GULLY – REFER TO DRAINAGE DRAWINGS FOR CONSTRUCTION DETAIL AND CONNECTIONS / DISCONNECTIONS

LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

- RE-SURFACED CARRIAGEWAY (ASPHALT CONCRETE 40/100mm PLANE, INLAY AND REGULATE)
- PROPOSED CARRIAGEWAY CONSTRUCTION (FULL DEPTH CONSTRUCTION/WARROW WIDENING)
- RE-SURFACED AC FOOTWAY (80mm ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW AC FOOTWAY (230mm ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- NEW AC SEGREGATED CYCLEWAY (230mm ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW GREEN COLOURED AC CYCLEWAY (GREEN ASPHALT CONCRETE SURFACING)
- NEW FULL DEPTH PERMEABLE CELLULAR CYCLEWAY OR FOOTWAY
- NEW FULL DEPTH PERMEABLE CELLULAR CYCLEWAY WITH GREEN PIGMENTED SURFACING COURSE
- NEW RAISED ENTRY TREATMENT (100mm PLANE & ASPHALT CONCRETE CONSTRUCTION)
- SOFT LANDSCAPING (100mm TOPSOIL AND GRASS SEED)
- EARTHWORKS – TOPSOIL AND GRASS SEED
- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

REMOVAL OF EXISTING TREES AND VEGETATION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	By	Check	Appr'd
P02	23/09/22	AMENDMENTS TO SCARISBRICK NEW ROAD CYCLEWAY - SHARED CYCLEWAY CHANGED TO SHARED / RSA2	DS	DS	PE
P01	16/09/22	ISSUED FOR DETAIL DESIGN GA & CD	DS	DS	CC

Drawing Status: ISSUE FOR RSA2

Status/Rev: S1

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Client: Sefton Council
Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3NJ
Tel 0151 934 2000

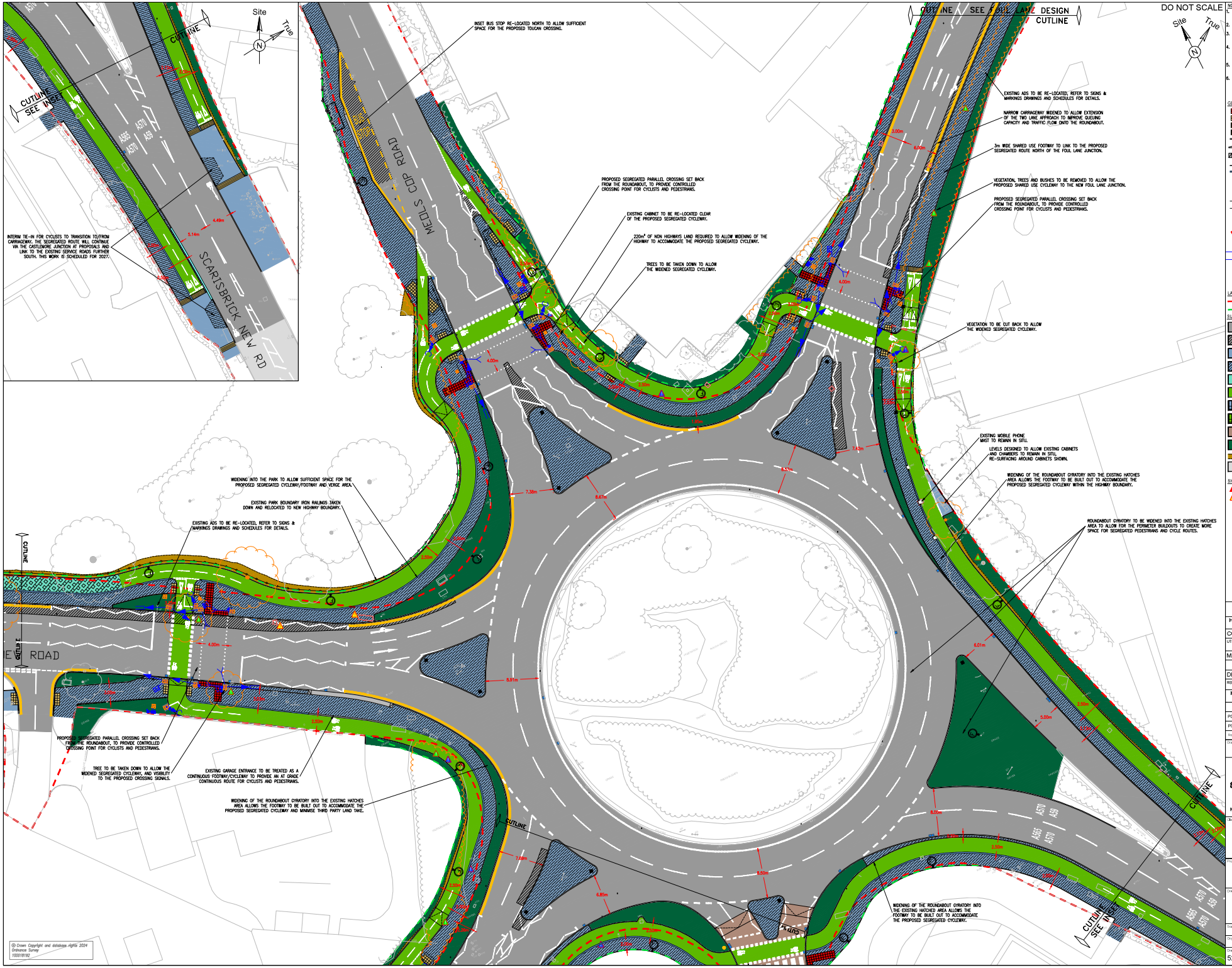
Project Title: SOUTHPORT EASTERN APPROACHES (SEA) DETAILED DESIGN

Drawing Title: KEW ROUNDABOUT SCARISBRICK NEW ROAD NORTH ARM GENERAL ARRANGEMENT (Sheet 1 of 3)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	CC
Original Size	Date	Date	Date	Date
A0	15/09/22	15/09/22	16/09/22	23/09/22

Drawing Number: 5217408-ATK-HGN-SEA-DR-D-D301A

Revision: P02



NOTES:

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3. REFER TO THE DRAWINGS LISTED IN THE DRAWING INDEX SHEET FOR FULL CONSTRUCTION INFORMATION AND DETAILS.
4. THE LAYOUT IS SUBJECT TO CHANGE DUE TO ONGOING DEVELOPMENT WITH SEFTON COUNCIL, STAKEHOLDER INVOLVEMENT, PUBLIC CONSULTATIONS AND AVAILABILITY OF LAND FOR HIGHWAY WIDENING.
5. THE HIGHWAY BOUNDARY SHOWN HAS BEEN HAND DRAWN USING PDF ADOPTION PLANS PROVIDED BY SEFTON COUNCIL.
6. DUE TO THE PRESENCE OF PEAT AND UNFAVOURABLE GROUND CONDITIONS, ATKINS AND BALFOUR BEATTY ARE UNDERTAKING GROUND INVESTIGATION WORK TO DETERMINE REMEDIAL WORKS THAT MAY BE NECESSARY TO CARRIAGEWAY, FOOTWAY AND CYCLEWAY SUB STRUCTURES.

GENERAL KEY:

- 400x400mm CONCRETE BLISTER TACTILE PAVING (RED)
- 400x400mm CONCRETE BLISTER TACTILE PAVING (BUFF)
- CONCRETE CORDUROY HAZARD PAVING (BUFF)
- CONCRETE CYCLETRACK DIRECTIONAL PAVING (BUFF)
- PROPOSED KERB LINE (125mm PCC)
- PROPOSED BUS STOP ACCESS KERBS (PCC)
- PROPOSED DUTCH ENTRANCE KERBS (PCC RAMP UNITS & TRANSITION UNITS)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIAG. NO. 956
- MINI-TENSION CYCLE SIGNAGE BOLLARD
- PROPOSED DIRECTIONAL BOLLARD
- PROPOSED OR RE-LOCATED PEDESTRIAN GUARDRAILING
- RE-LOCATED IRON RAILING BOUNDARY FENCE
- PROPOSED BOLLARD
- PROPOSED STANDARD LED ZEBRASAFE POLE
- UTILITY CHAMBER OR MANHOLE CONFLICTING WITH WORKS
- LIGHTING COLUMN – REFER TO STREET LIGHTING DRAWINGS FOR DETAILS
- INDICATIVE TRAFFIC SIGNALS EQUIPMENT – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- TRAFFIC SIGNALS CHAMBER – REFER TO TRAFFIC SIGNALS DRAWINGS FOR DETAILS
- PROPOSED GULLY – REFER TO DRAINAGE DRAWINGS FOR CONSTRUCTION DETAIL AND CONNECTIONS / DISCONNECTIONS

LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

SURFACE FINISHES KEY:

- RE-SURFACED CARRIAGEWAY (ASPHALT CONCRETE 40/100mm PLANE, INLAY AND REGULATE)
- PROPOSED CARRIAGEWAY CONSTRUCTION (FULL DEPTH CONSTRUCTION/NARROW WIDENING)
- RE-SURFACED AC FOOTWAY (80mm ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW AC FOOTWAY (230mm ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- NEW AC SEGREGATED CYCLEWAY (230mm ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW GREEN COLOURED AC CYCLEWAY (GREEN ASPHALT CONCRETE SURFACING)
- NEW FULL DEPTH PERMEABLE CELLULAR CYCLEWAY OR FOOTWAY
- NEW FULL DEPTH PERMEABLE CELLULAR CYCLEWAY WITH GREEN PIGMENTED SURFACING COURSE
- NEW RAISED ENTRY TREATMENT (100mm PLANE & ASPHALT CONCRETE CONSTRUCTION)
- SOFT LANDSCAPING (100mm TOPSOIL AND GRASS SEED)
- EARTHWORKS – TOPSOIL AND GRASS SEED
- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

REMOVAL OF EXISTING TREES AND VEGETATION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	Dr.	Check	Appr.
P02	23/09/22	AMENDMENTS TO SOMERSWOOD RD CYCLEWAY - SHARED CYCLEWAY CHANGED TO SHARED / RSA2	DS	DS	PE
P01	16/09/22	ISSUED FOR DETAIL DESIGN GENERAL ARRANGEMENT REVIEW - RSA1 - CONSTRUCTION	DS	DS	CC

Drawing Status: **ISSUE FOR RSA2**

Suitability: S1

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3rd FLOOR
THE EXCHANGE
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MANCHESTER
M1 4HN

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Client: Sefton Council
Magdalen House, 30 Trinity Road, Bootle, Merseyside, L20 3NJ
Tel: 0151 934 2000

Project Title: SOUTHPORT EASTERN APPROACHES (SEA) DETAILED DESIGN

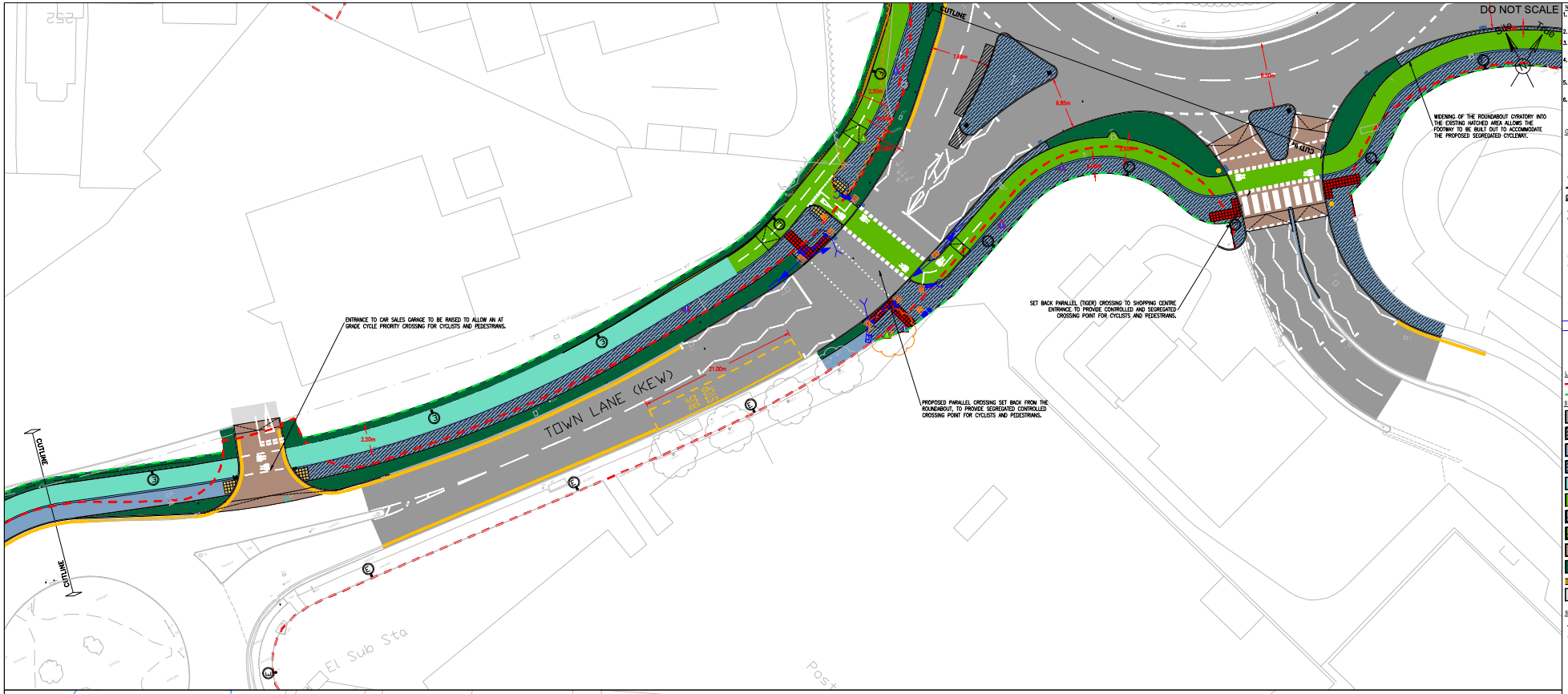
Drawing Title: KEW ROUNDABOUT MAIN GYRATORY GENERAL ARRANGEMENT (Sheet 2 of 3)

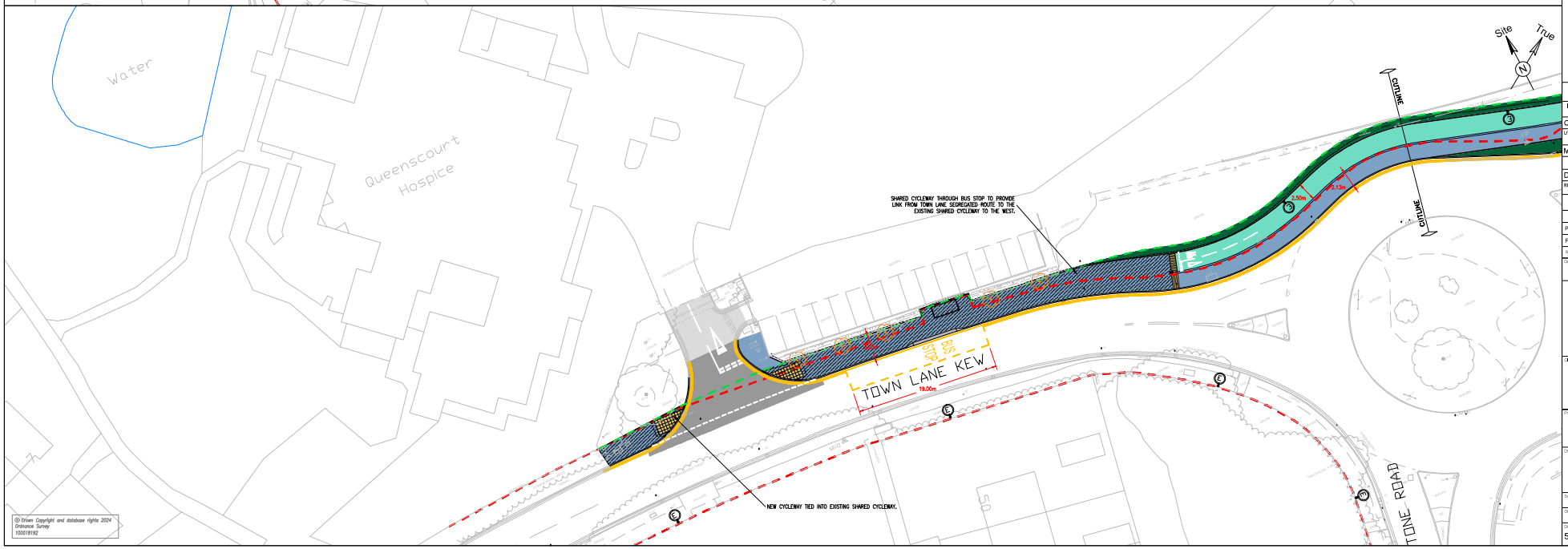
Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	CC
Original Size: A0	Date: 15/09/22	Date: 15/09/22	Date: 16/09/22	Date: 23/09/22

Drawing Number: 5217408-ATK-HGN-SEA-DR-D-D301B

Revision: P02

DO NOT SCALE





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5. THE HIGHWAY BOUNDARY SHOWN HAS BEEN HAND DRAWN USING PDF ADOPTION PLANS PROVIDED BY SEFTON COUNCIL.
6. DUE TO THE PRESENCE OF PEAT AND UNFAVOURABLE GROUND CONDITIONS, ATKINS AND BALFOUR BEATTY ARE UNDERTAKING GROUND INVESTIGATION WORK TO DETERMINE REMEDIAL WORKS THAT MAY BE NECESSARY TO CARRIAGEWAY, FOOTWAY AND CYCLEWAY SUB STRUCTURES.

GENERAL KEY:

- 400x400mm CONCRETE BLISTER TACTILE PAVING (RED)
- 400x400mm CONCRETE BLISTER TACTILE PAVING (BUFF)
- CONCRETE CORDUROY HAZARD PAVING (BUFF)
- CONCRETE CYCLETRACK DIRECTIONAL PAVING (BUFF)
- PROPOSED KERB LINE (125mm PCC)
- PROPOSED BUS STOP ACCESS KERBS (PCC)
- PROPOSED DUTCH ENTRANCE KERBS (PCC RAMP UNITS & TRANSITION UNITS)
- PROPOSED EDGING (PCC)
- PCC CYCLETRACK DEMARCATION BLOCKS
- ROADMARKING TO TSRGD DIAG. NO. 956
- MINI-DENSION CYCLE SIGNAGE BOLLARD
- PROPOSED DIRECTIONAL BOLLARD
- PROPOSED OR RE-LOCATED PEDESTRIAN GUARDRAILING
- RE-LOCATED IRON RAILING BOUNDARY FENCE
- PROPOSED BOLLARD
- PROPOSED STANDARD LED ZEBRASAFE POLE
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LAND & BOUNDARY KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY

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- RE-SURFACED CARRIAGEWAY (ASPHALT CONCRETE 40/100mm PLANE, INLAY AND REGULATE)
- PROPOSED CARRIAGEWAY CONSTRUCTION (FULL DEPTH CONSTRUCTION/WARROW WIDENING)
- RE-SURFACED AC FOOTWAY (80mm ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW AC FOOTWAY (230mm ASPHALT CONCRETE FULL DEPTH CONSTRUCTION)
- NEW AC SEGREGATED CYCLEWAY (230mm ASPHALT CONCRETE SURFACING, BINDER AND REGULATE)
- NEW GREEN COLOURED AC CYCLEWAY (GREEN ASPHALT CONCRETE SURFACING)
- NEW FULL DEPTH PERMEABLE CELLULAR CYCLEWAY OR FOOTWAY
- NEW FULL DEPTH PERMEABLE CELLULAR CYCLEWAY WITH GREEN PIGMENTED SURFACING COURSE
- NEW RAISED ENTRY TREATMENT (100mm PLANE & ASPHALT CONCRETE CONSTRUCTION)
- SOFT LANDSCAPING (100mm TOPSOIL AND GRASS SEED)
- EARTHWORKS – TOPSOIL AND GRASS SEED
- EXISTING CARRIAGEWAY (NO WORKS PROPOSED)

SIGNIFICANT ISSUE ID KEY:

- H&S / DESIGN ISSUE
- ENVIRONMENTAL ISSUE
- UTILITIES CONFLICTS
- NON HIGHWAYS LAND TAKE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

UTILITIES CONFLICTS / THIRD PARTY LAND AVAILABILITY

MAINTENANCE/CLEANING

DECOMMISSIONING/DEMOLITION

REMOVAL OF EXISTING TREES AND VEGETATION

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Rev.	Date	Description	Dr.	Check	Appr.
P02	23/09/22	AMENDMENTS TO SUMMERSON RD CYCLEWAY / SEA2 CYCLEWAY CHANGED TO SHARED (RSA2)	DS	DS	PE
P01	16/09/22	ISSUED FOR DETAILED DESIGN REVIEW	DS	DS	CC

Drawing Status: **ISSUE FOR RSA2**

Suitability: S1

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Project Title: SOUTHPORT EASTERN APPROACHES (SEA) DETAILED DESIGN

Drawing Title: KEW ROUNDABOUT TOWN LANE GENERAL ARRANGEMENT (Sheet 3 of 3)

Scale	Designed	Drawn	Checked	Authorised
1:200	DS	DS	DS	CC
Original Size	Date	Date	Date	Date
A0	15/09/22	15/09/22	16/09/22	23/09/22

Drawing Number: 5217408-ATK-HGN-SEA-DR-D-D301C

Revision: P02

Appendix B

Reason for Acquisition of Each Plot of Land

Reason for Acquisition of Each Plot of Land

The CPO identifies the land required for the scheme, the plans included in the CPO break this down into land ownership which are identified by various plot numbers, the table below should be viewed in conjunction with the CPO and confirms the reason and need for the acquisition of each plot.

Number on CPO Plan	Extent, description, and situation of the land	Proposed Use of the land Justification for inclusion in the CPO
1	All interests in 83.9 square metres of commercial premises (Old Hall Farm Business Park, Crowland Street, Southport, PR9 7RJ) excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane from its junction with Crowland Street and reopen highway along Foul Lane
2	All interests in 29.7 square metres of commercial premises (Old Hall Farm Business Park, Crowland Street, Southport, PR9 7RJ) excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane from its junction with Crowland Street and reopen highway along Foul Lane
3	All interests in 126.7 square metres of commercial premises (Old Hall Farm Business Park, Crowland Street, Southport, PR9 7RJ) excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane from its junction with Crowland Street and reopen highway along Foul Lane
4	All interests in 9.4 square metres of commercial premises (Old Hall Farm Business Park, Crowland Street, Southport, PR9 7RJ) excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane from its junction with Crowland Street and reopen highway along Foul Lane
5	All interests in 207.1 square metres of grassland, trees, and shrubbery; east of Foul Lane and south of Old Hall Farm Business Park except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane from its junction with Crowland Street and reopen highway along Foul Lane
6	All interests in 439.7 square metres of hardstanding, disused car park, trees, and shrubbery; east of Foul Lane and north of railway except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane.
7	All interests in 32.4 square metres of shrubland and access track; east of Foul Lane and south of railway excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane.
8	All interests in 784.9 square metres of grassland, cycleway, trees, and shrubbery; east of Foul Lane and south of railway except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane.

9	All interests in 17.7 square metres of grassland, trees, and shrubbery; east of Foul Lane and south of railway excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane.
10	All interests in 660.5 square metres of public highway verge, grassland, cycleway, trees, and shrubbery; east of Foul Lane and south of railway except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane.
11	All interests in 68.1 square metres of grassland, trees, and shrubbery; east of Foul Lane and south of railway excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane.
12	All interests in 4.2 square metres of trees and shrubbery; east of Foul Lane and north of Waste Transfer Station excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane.
13	All interests in 144.7 square metres of public highway, footway, verge, grassland, cycleway, trees, and shrubbery (Foul Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane.
14	All interests in 201.8 square metres of public highway, footway, verge, cycleway, and grassed area (Foul Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane.
15	All interests in 82.1 square metres of public highway, footway, verge, cycleway, and grassed area (Foul Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane and new left turn lane into Merseywaste site to alleviate traffic pressure on other occupiers along Foul Lane
16	All interests in 217.4 square metres of public footway, verge, and cycleway (Foul Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane and new left turn lane into Merseywaste site to alleviate traffic pressure on other occupiers along Foul Lane
17	All interests in 106.1 square metres of grassland, trees, and shrubbery; east of Foul Lane and north of Waste Transfer Station excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane and new left turn lane into Merseywaste site to alleviate traffic pressure on other occupiers along Foul Lane
18	All interests in 44.9 square metres of public footway, verge, and cycleway (Foul Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane and new left turn lane into Merseywaste site to alleviate traffic pressure on other occupiers along Foul Lane

19	All interests in 47.8 square metres of private accessway (Waste Transfer Station, Foul Lane, Southport, PR8 5LA) excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane and new left turn lane into Merseywaste site to alleviate traffic pressure on other occupiers along Foul Lane
20	All interests in 4.5 square metres of public highway, footway, and cycleway (Foul Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Foul Lane and new left turn lane into Merseywaste site to alleviate traffic pressure on other occupiers along Foul Lane
21	All interests in 58.7 square metres of commercial premises (Meols Cop Road, Southport, PR8 6JU) excluding mines and minerals	To provide Highways Standard Cycleway along New Foul Lane.
22	All interests in 8.8 square metres of public highway verge and footway (New Foul Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along New Foul Lane.
23	All interests in 56.2 square metres of commercial premises (Unit 8, Meols Cop Centre, Southport, PR9 7RG) excluding mines and minerals	To provide Highways Standard Cycleway along New Foul Lane.
24	All interests in 1.9 square metres of public highway verge and footway (New Foul Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along New Foul Lane.
25	All interests in 182.9 square metres of commercial premises (Unit 8, Meols Cop Centre, Southport PR9 7RG) excluding mines and minerals	To provide Highways Standard Cycleway along Kew Roundabout.
26	All interests in 6.5 square metres of public highway verge and footway (New Foul Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Kew Roundabout.
27	All interests in 33.7 square metres of commercial premises (Unit 8, Meols Cop Centre, Southport PR9 7RG) excluding mines and minerals	To provide Highways Standard Cycleway along Meols Cop Road.
28	All interests in 58.6 square metres of commercial premises (Unit 8, Meols Cop Centre, Southport PR9 7RG) excluding mines and minerals	To provide Highways Standard Cycleway along Meols Cop Road.
29	All interests in 18.8 square metres of recreational ground (Meols Park, Scarisbrick New Road, Southport, PR8 6LH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Meols Cop Road.
30	All interests in 44.8 square metres of recreational ground (Meols Park, Scarisbrick New Road, Southport, PR8 6LH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Meols Cop Road.

31	All interests in 239.7 square metres of recreational ground (Meols Park, Scarisbrick New Road, Southport, PR8 6LH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Kew Roundabout
32	All interests in 17.8 square metres of public footway (Scarisbrick New Road) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road
33	All interests in 46.4 square metres of recreational ground (Meols Park, Scarisbrick New Road, Southport, PR8 6LH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road
34	All interests in 10.6 square metres of public footway (Scarisbrick New Road) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road
35	All interests in 13 square metres of recreational ground (Meols Park, Scarisbrick New Road, Southport, PR8 6LH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road
36	All interests in 117.9 square metres of public footway (Scarisbrick New Road) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road
37	All interests in 332.1 square metres of recreational ground (Meols Park, Scarisbrick New Road, Southport, PR8 6LH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road
38	All interests in 18.4 square metres of recreational ground (Meols Park, Scarisbrick New Road, Southport, PR8 6LH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road
39	All interests in 3.6 square metres of public footway (Scarisbrick New Road) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road
40	All interests in 113.7 square metres of recreational ground (Meols Park, Scarisbrick New Road, Southport, PR8 6LH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road
41	All interests in 15 square metres of public footway (Scarisbrick New Road) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road

42	All interests in 11.1 square metres of commercial premises (Scarisbrick New Road, Southport, PR8 5HL) excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road
43	All interests in 128.5 square metres of public footway and grassed verge (Town Lane Kew) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road and Kew Roundabout
44	All interests in 32.6 square metres of commercial premises (Esso MFG Town Lane, Scarisbrick New Road, Southport, PR8 5HL) excluding mines and minerals	To provide Highways Standard Cycleway along Scarisbrick New Road and Kew Roundabout
45	All interests in 445.1 square metres of commercial premises (Johnsons Toyota, Town Lane, Southport, PR8 5JH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Town Lane Kew
46	All interests in 22.9 square metres of commercial premises (Johnsons Toyota, Town Lane, Southport, PR8 5JH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Town Lane Kew
47	All interests in 216.5 square metres of commercial premises (Johnsons Toyota, Town Lane, Southport, PR8 5JH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Town Lane Kew
48	All interests in 25.1 square metres of commercial premises (Johnsons Toyota, Town Lane, Southport, PR8 5JH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Town Lane Kew
49	All interests in 3.1 square metres of commercial premises (Johnsons Toyota, Town Lane, Southport, PR8 5JH) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Town Lane Kew
50	All interests in 23.2 square metres of shrubbery, public footway, and verge (Town Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Town Lane Kew
51	All interests in 1.3 square metres of shrubbery, public footway, and verge (Town Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Town Lane Kew
52	All interests in 31.6 square metres of shrubbery, public highway, footway, and access road (Town Lane) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Town Lane Kew
53	All interests in 505.2 square metres of commercial premises (Tesco Stores, Town Lane, Southport, PR8 6RE) and public highway (Scarisbrick New Road) except those owned by the acquiring authority and excluding mines and minerals	To provide Highways Standard Cycleway along Kew Roundabout

54	All interests in 40.3 square metres of commercial premises (284 Scarisbrick New Road, Scarisbrick, Southport, PR8 5HW) excluding mines and minerals	To provide Highways Standard Cycleway along Kew Roundabout