Portishead Branch Line (MetroWest Phase 1)

TR040011

Applicant: North Somerset District Council
2.43 to 2.44 - Pill Memorial Club Bus Stops, Car Park Plan and Construction Compound
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, regulation 5(2)(o)
Planning Act 2008

Author: CH2M
Date: November 2019
|------|---------------------------------------------|------------------------------------------------------------------------------------------------|---------------------------|
Visibility splay based on Fig 7.18 MfS, using assumed 25mph 85th percentile speed which equates to 33m of visibility & x=2.0m

NOTE: Forward visibility does not follow MFS recommendation of 85th percentile design speed for 25mph which is 33m SSD.
Actual forward visibility SSD is approx. 27m, which equates to 85th percentile speed of 23mph.

Minimum pedestrian/disabled access width of 2m to be retained during the construction works.

Existing retaining wall to be removed and rebuilt with replacement hedge which aligns with the car park junction visibility splay.

Existing car park layout to be retained.

Existing entrance to Pill Memorial Club.

Initial location of new retaining wall.

Proposed relocation of bus stop.

Unable to provide bus shelter on north-side bus stop due to narrow footway.

Proposed uncontrolled pedestrian crossing.

Existing retaining wall to be removed and rebuilt with replacement hedge which aligns with the car park junction visibility splay.

Proposed build out which reduces the carriageway crossing length and protects the crossing area from parked cars wrapping round the existing kerb line from Station Road.

Location of proposed bus shelter to reduce impact on junction visibility.

Proposed bus stop to be located 3m to the crossing point as possible, due to the steep hill beyond.

Existing (assumed) two telecom cabinets to be retained.

Existing retaining wall to remain.

Existing trees to remain.

Existing entrance to Pill Memorial Club.

Existing NO Waiting At Any Time (double yellow lines) to be re-aligned with the new kerb line.

Existing car park layout to be removed.

Proposed revised car park layout.

Proposed car park layout to gain 3 spaces.

Cross section line added.

Notes:
1. Existing 38 car parking spaces to be removed temporarily during construction (sizes and turning areas to be confirmed).
2. 34 car parking spaces to be reinstated permanently.
3. All dimensions are in metres.
4. Do not scale from the drawing.
5. Layout based upon Ordnance Survey base mapping and therefore any design should be considered as information only until designed on topographical data.
6. The new retaining wall position is indicative only.
7. Bus stop locations and kerb line positions are indicative only and are subject to detail design.

For Section A refer to drawing 467470.BQ.04.20-292.

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