

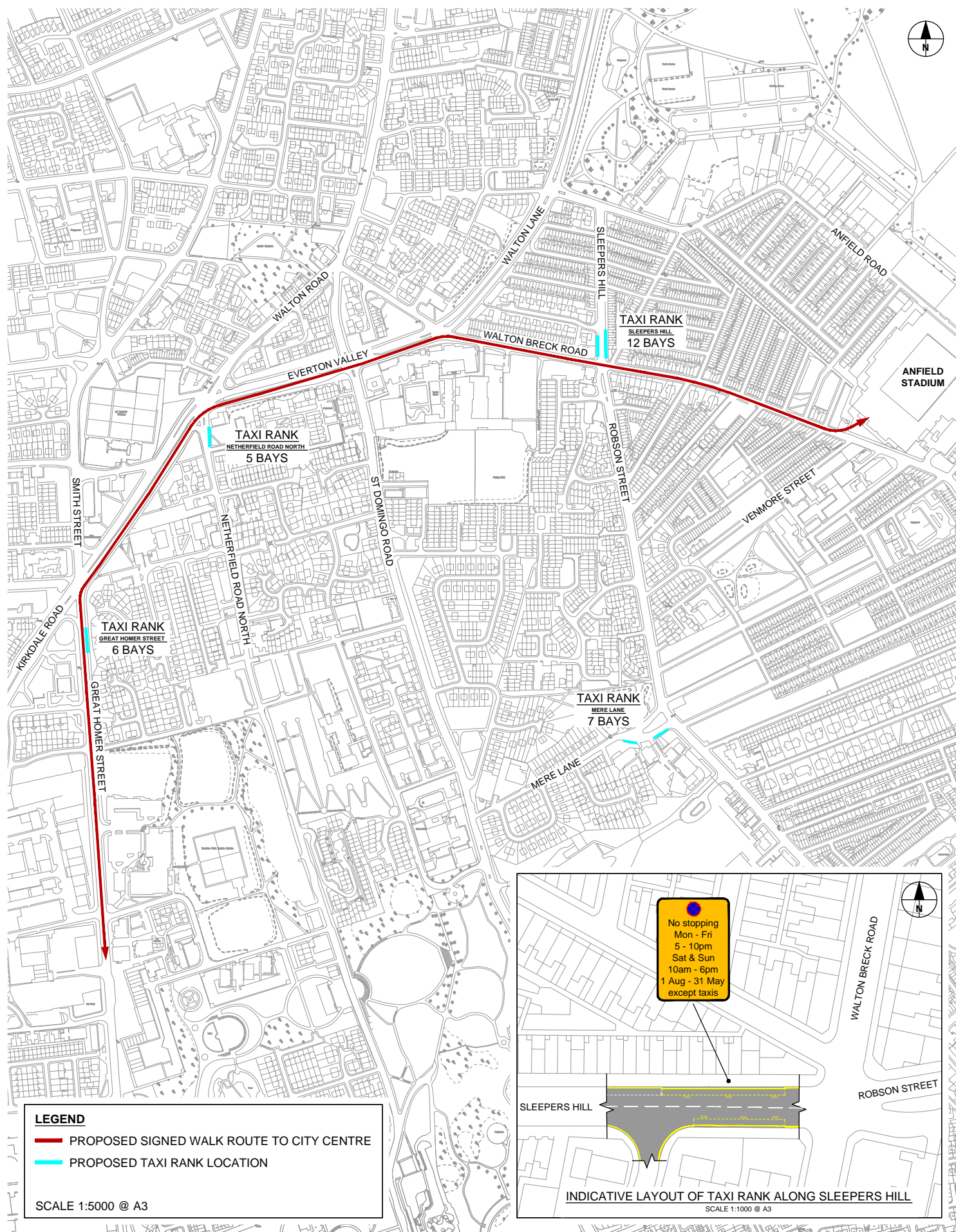
**FIGURE 12.7 ANFIELD ROAD 'TAXI ONE' DROP OFF AREA**

## 12.9 Measure 1.5: Various locations for Taxi Pick Ups

12.9.1 In addition to the above proposed locations for taxis to be able to drop off and pick up supporters pre- and post-match, additional pick up taxi ranks are also proposed at various locations along the strategic pedestrian dispersal routes away from the stadium, which direct those heading towards to the city centre. The concentration of the ranks along these signed walk routes will further assist in the movement of supporters by taxi post-match.

12.9.2 The locations are listed below and are also shown on the following figure:

- St. Domingo Road;
- Netherfield Road North;
- Great Homer Street; and
- Mere Lane.



**FIGURE 12.8 TAXI RANK LOCATIONS HEADING TOWARDS THE CITY CENTRE**

## 12.10 Measure 1.6: Robson Street Bus Stands

### Background

- 12.10.1 After the match has finished the City Centre Express (917) buses queue along Walton Breck Road where supporters alight. Once they are full, they depart towards the City Centre. As the end of the queue of the buses is nearest to the stadium, supporters tend to board the first bus they come across at the back of the queue. This leads to delays in departure as the buses towards the front of the queue tend to fill up last. The departure of the buses from Walton Breck Road is also delayed due to the density of the crowds and the closure of the road.

### Intervention

- 12.10.2 Additional bus stops and bus stands are to be located along Robson Street, as shown on the following figure, which will accommodate up to 12 waiting vehicles. Robson Street is located in close proximity to the stadium however it is not affected by any of the proposed road closures and is served by a semi-direct walk route from the stadium.
- 12.10.3 Robson Street is a wide carriageway and contains sufficient space to accommodate the bus stands without having a direct impact on the passing traffic lanes, or the need for additional carriageway construction. The signed walk route for supporters to the waiting buses will be along Walton Breck Road to Robson Street. However, supporters will also be able to filter through other streets, such as Venmore Street to the waiting buses.
- 12.10.4 For the bus stop that is proposed to be located outside 52 Robson Street, one resident's car parking space will be lost but only on a match day. In addition to this, off street parking is present at this property and the length of residents parking bays located outside 46 to 50 Robson Street will remain unaffected.
- 12.10.5 The proposal for this measure has been discussed and agreed with both LCC Parking Services as well as the bus operators.
- 12.10.6 This scheme will involve the buses forming a queue within the bus stands. Supporters will be directed by match day stewards (see measure 1.8) onto the first bus which will be located within the proposed bus stop. Once this bus has reached maximum capacity it will depart towards the City Centre, allowing the next bus to take its place. The front of the bus queue will be in close proximity to the walk route via Venmore Street, naturally making it the first bus supporters reach and subsequently board.
- 12.10.7 This process will continue until the demand is satisfied. Additional buses will be held along St Domingo Road until instructed by a steward that there is sufficient space available for them along Robson Street.





**FIGURE 12.9 ROBSON STREET BUS STANDS**

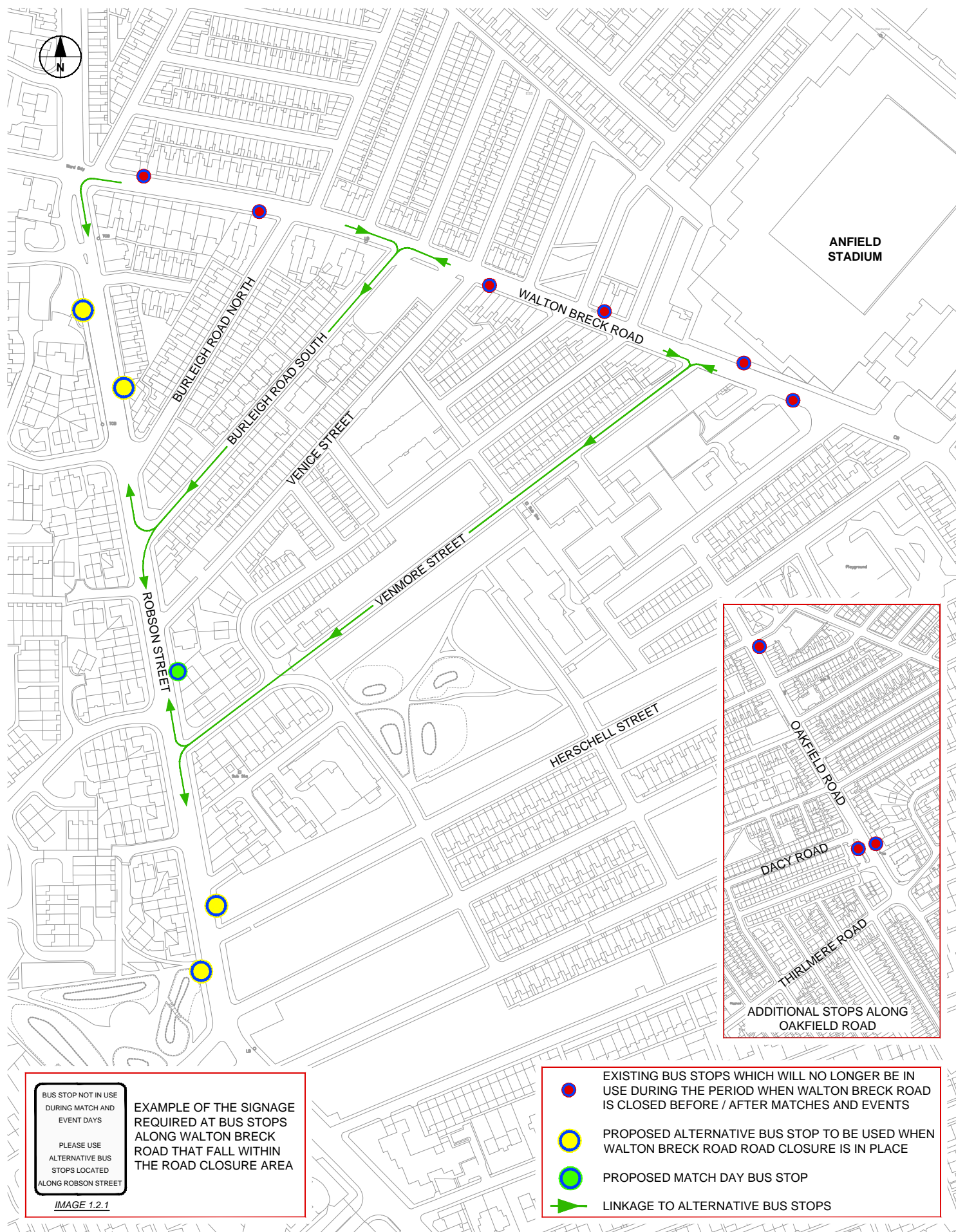
## 12.11 Measure 1.7: Existing bus stop signage to diversion routes

### Background

- 12.11.1 At present Walton Breck Road is only closed to traffic for a limited time during matches. This means that the bus stops located along this road are still in use during match days. The proposed traffic management plan states that Walton Breck Road is to be closed two hours prior to kick off until half an hour after kick off.
- 12.11.2 Therefore alternative bus stops will need to be promoted to passengers in order to replace those which are currently located within the section of Walton Breck Road, which is to be closed for fixed periods around the match.
- 12.11.3 In addition to this, some of the proposed diversion routes mean that the services are also removed from a section of Oakfield Road, with three bus stops located along here also requiring signing for passengers, highlighting the alternative route in operation on match days and providing information on where to go to use the service.
- 12.11.4 The alternative routing of the 68 service from Priory Road is already implemented due to the operation of the road one-way northbound post-match to support the departure of coaches as well as vehicles from the car park in Stanley Park.

### Intervention

- 12.11.5 Signage will be erected, at the six bus stops which are located within the section of Walton Breck Road which is to be closed, as well as at the three stops on Oakfield Road from which routes will be diverted from. These signs will direct passengers to alternative bus stops along the diversion routes on match days. The diversion routes are presented in detail in Measure 2.
- 12.11.6 An example of the proposed signage can be seen in the following figure, along with details on the location of the bus stops and optional links to the alternative bus stops along Robson Street.



**FIGURE 12.10 WALTON BRECK ROAD EXISTING BUS STOP SIGNAGE**



## 12.12 Measure 1.8: Traffic Management Personnel

### Background

- 12.12.1 The Club already employs many trained traffic management personnel to implement and enforce the existing traffic management plan. Supporters and transport operators have generally become used to their presence, and respond well to their requests (such as at road closure points).

### Intervention

- 12.12.2 To help effectively manage the more extensive match day traffic management plan, the Club will need to ensure that additional adequately trained personnel are available for each home event, to assist with the road closures and the stewarding of the post-match City Centre Express service on Robson Street.
- 12.12.3 The staffing requirements from a transport perspective to support the implementation of the measures proposed in this strategy are outlined in the traffic management plan which is provided in Appendix C

## 12.13 Measure 2.0: Route Diversions for scheduled bus services during period of road closures

### Background

- 12.13.1 There are a number of local bus services which currently operate on the network surrounding the stadium which use Walton Breck Road, Priory Road or come close to the vicinity of the stadium and are therefore affected adversely by match day congestion from road closures and increased concentrations of pedestrians.
- 12.13.2 The services of concern are:
- Operated by Stagecoach:
    - 17 – Liverpool to Fazakerley/Kirkby;
    - 19 – Liverpool to Gillmoss, Croxteth, Kirkby or Northwood;
    - 917 – Liverpool City Centre (St John's Lane) to Liverpool Football Club.
  - Operated by Arriva:
    - 26 – Liverpool to Sheil Road to Liverpool (clockwise);
    - 27 – Liverpool to Sheil Road to Liverpool (anticlockwise);
    - 68 – Bootle Bus Station to Aigburth Vale.
- 12.13.3 The proposed Walton Breck Road closure will see the road closed from a period of 2 hours prior to kick off until 30 minutes post-match, which will mean that diversions will need to be in



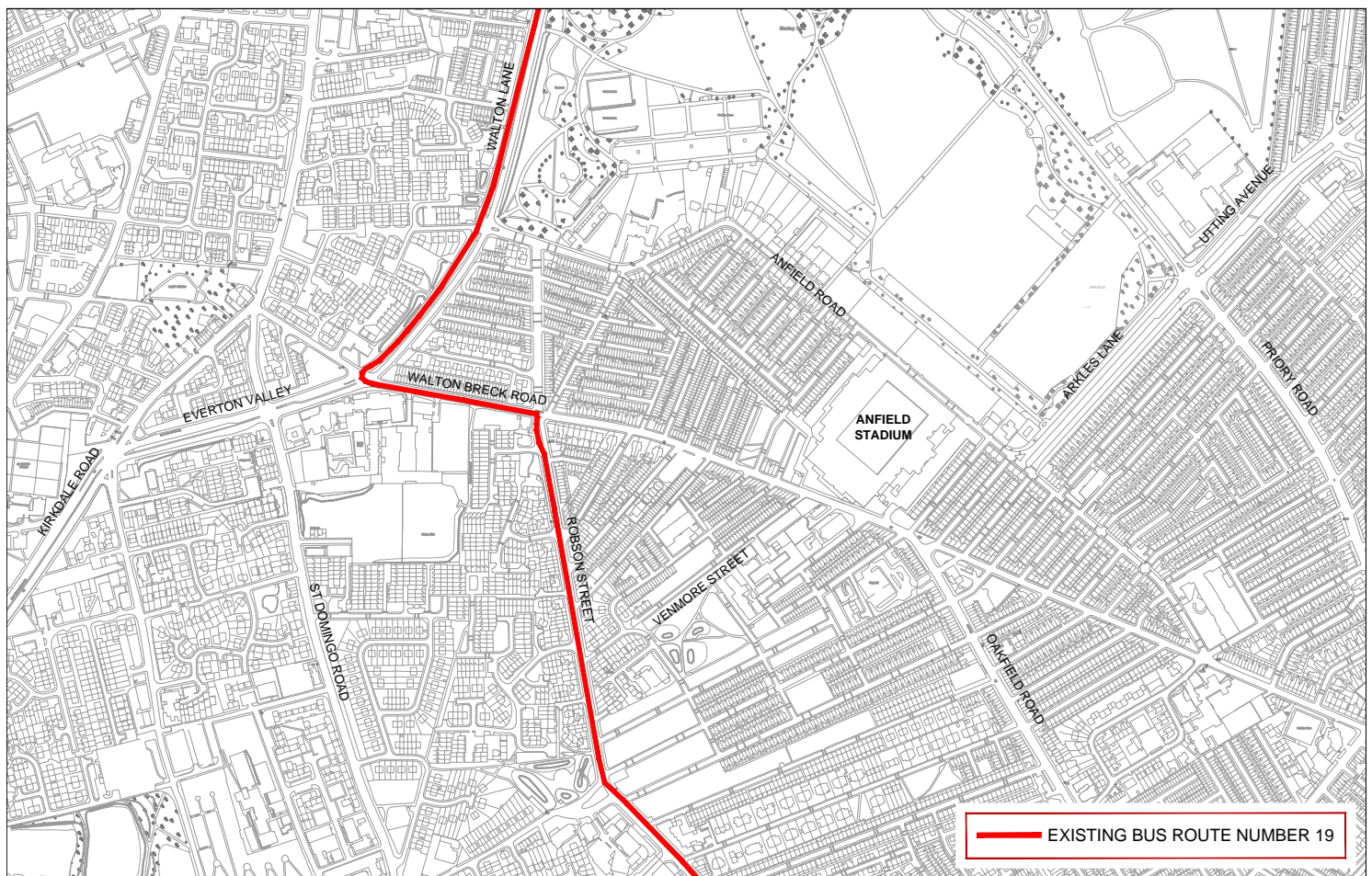
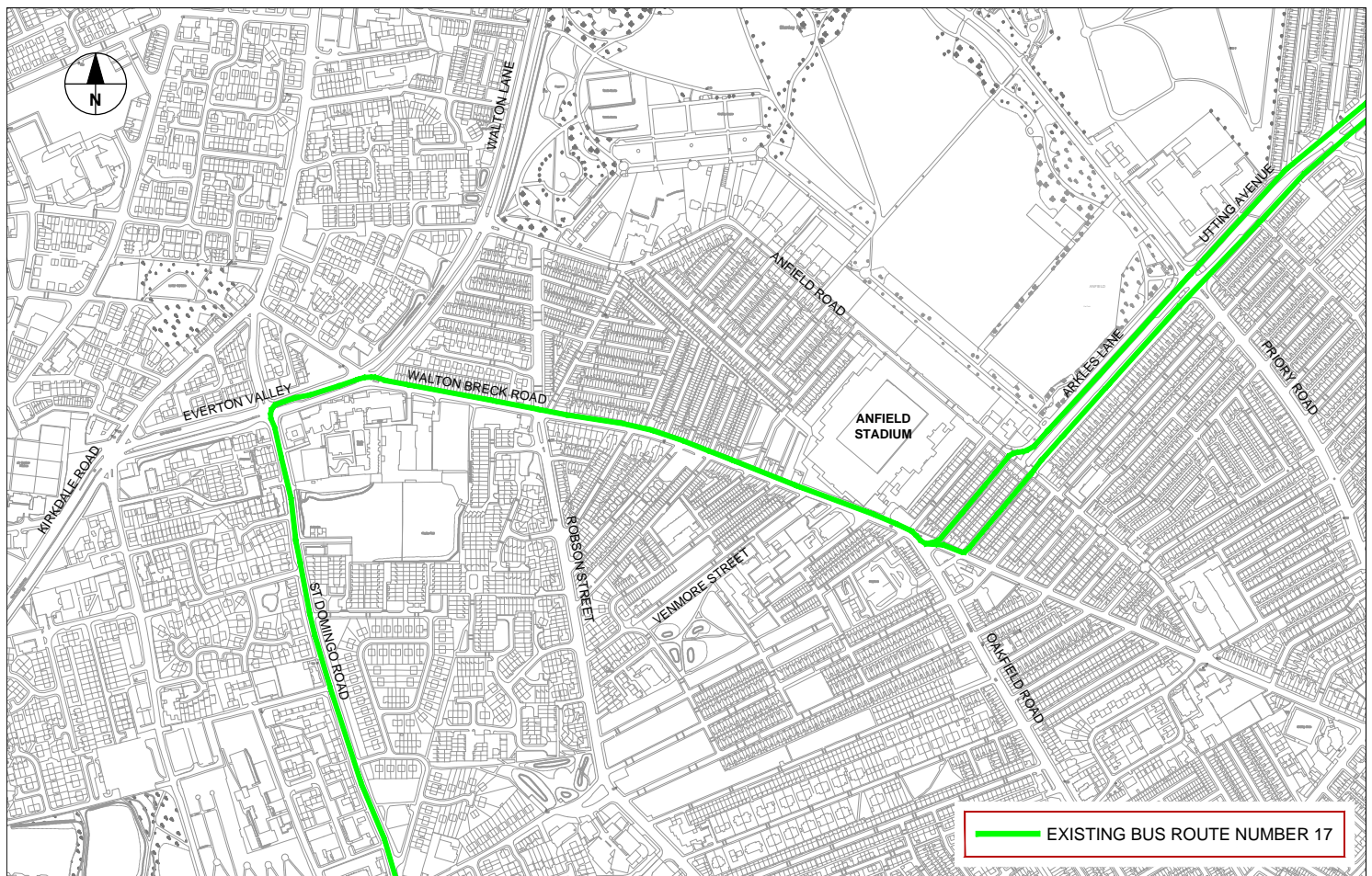
place during this time to ensure that scheduled bus services can continue to operate to timetable.

- 12.13.4 The existing routes these services take in the vicinity of the stadium are shown in the following figures.

#### Intervention

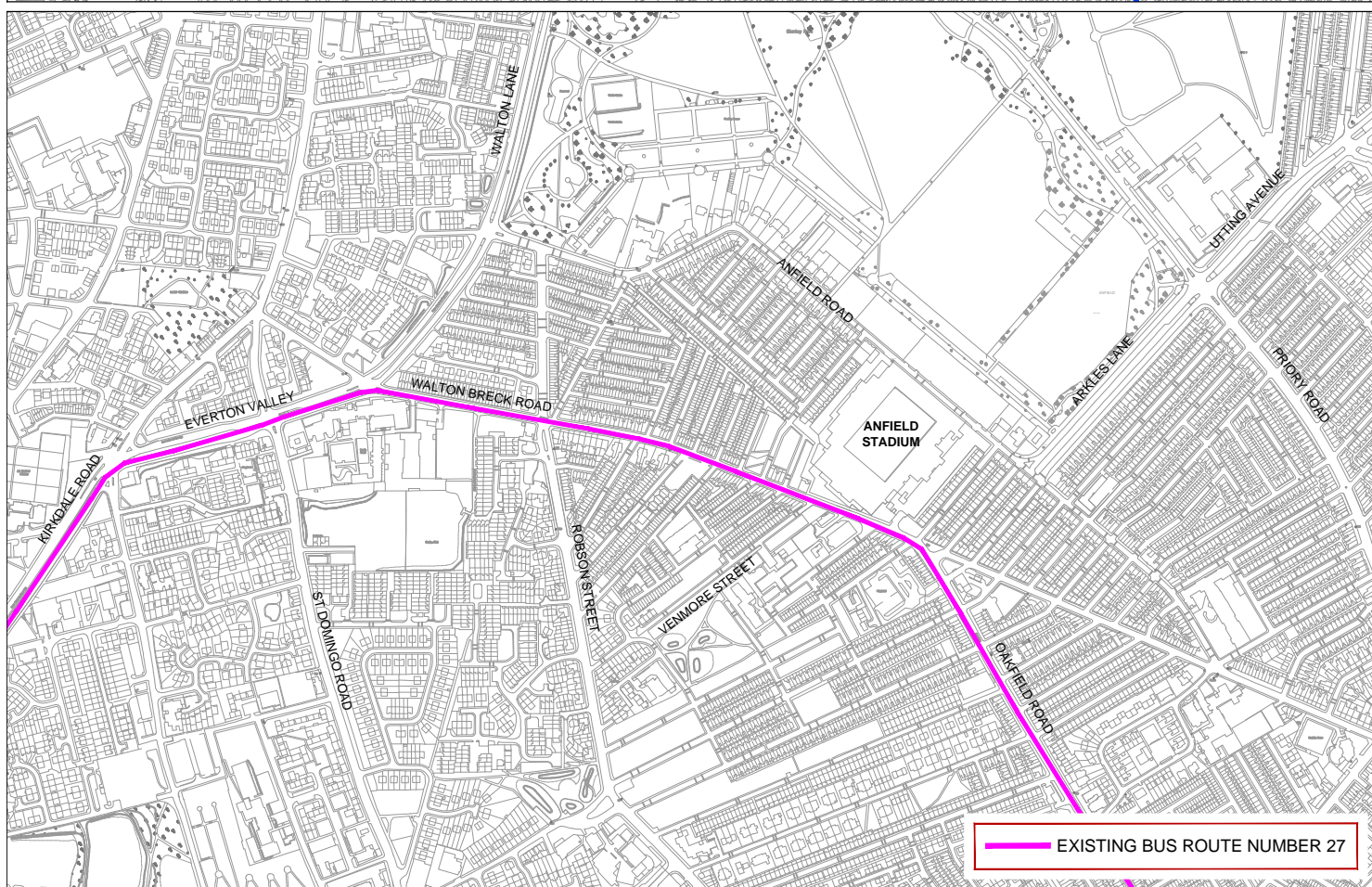
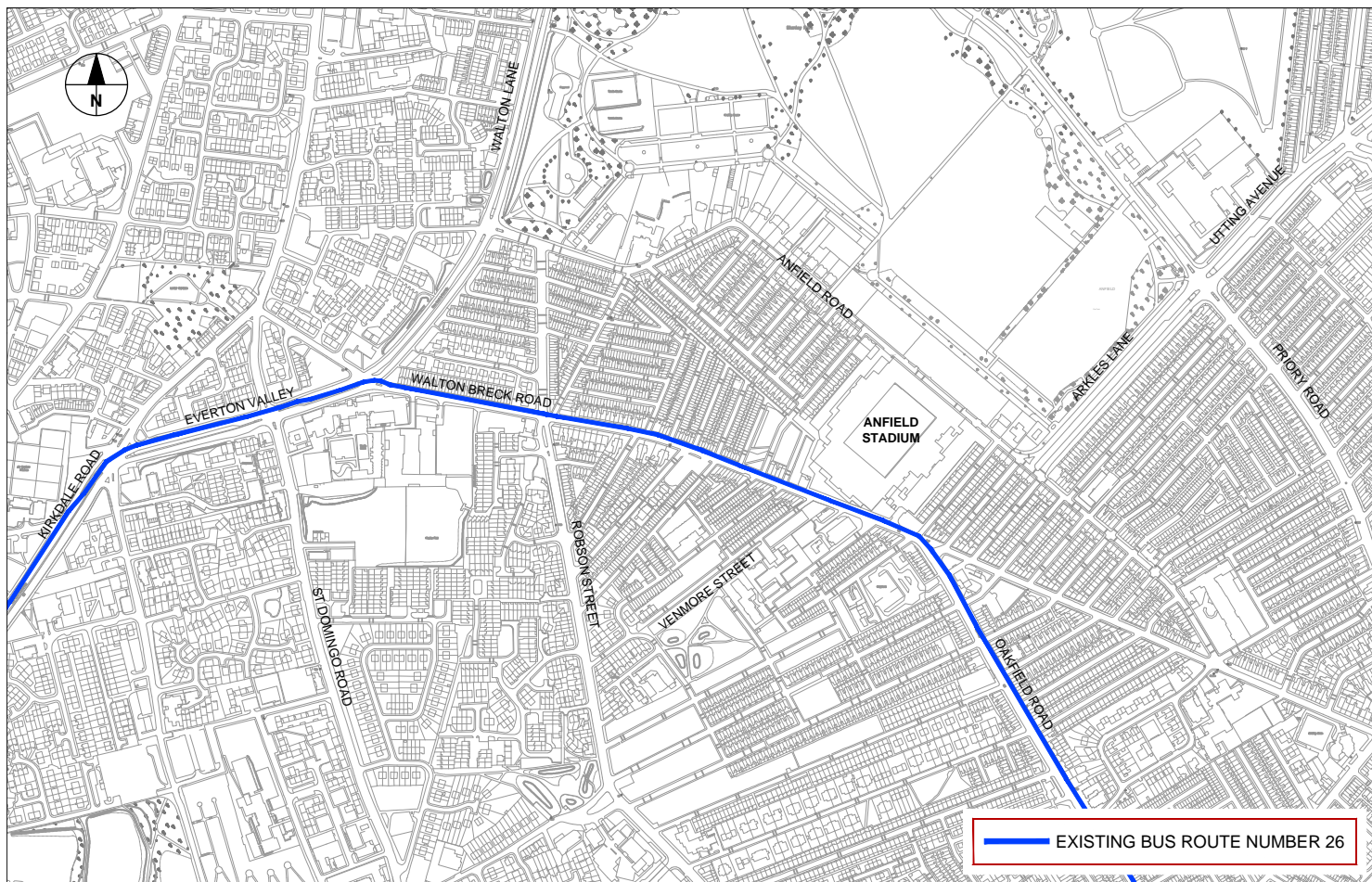
- 12.13.5 The following figures present the proposed route diversions for each service which will reduce or remove the delay they experience from the road closure, with the exception of the 917 service which is discussed in more detail under measure 4.
- 12.13.6 These diversions would only operate on a match day, with the bus stops located affected by the diversions along Walton Breck Road and Oakfield Road providing clear information and signage about where passengers can catch the diverted service from.
- 12.13.7 These have been devised in consultation with the respective bus operators who are supportive of the routes, and would like to implement these changes on match days as soon as possible.





**FIGURE 12.11a EXISTING BUS ROUTES**





**FIGURE 12.11b EXISTING BUS ROUTES**



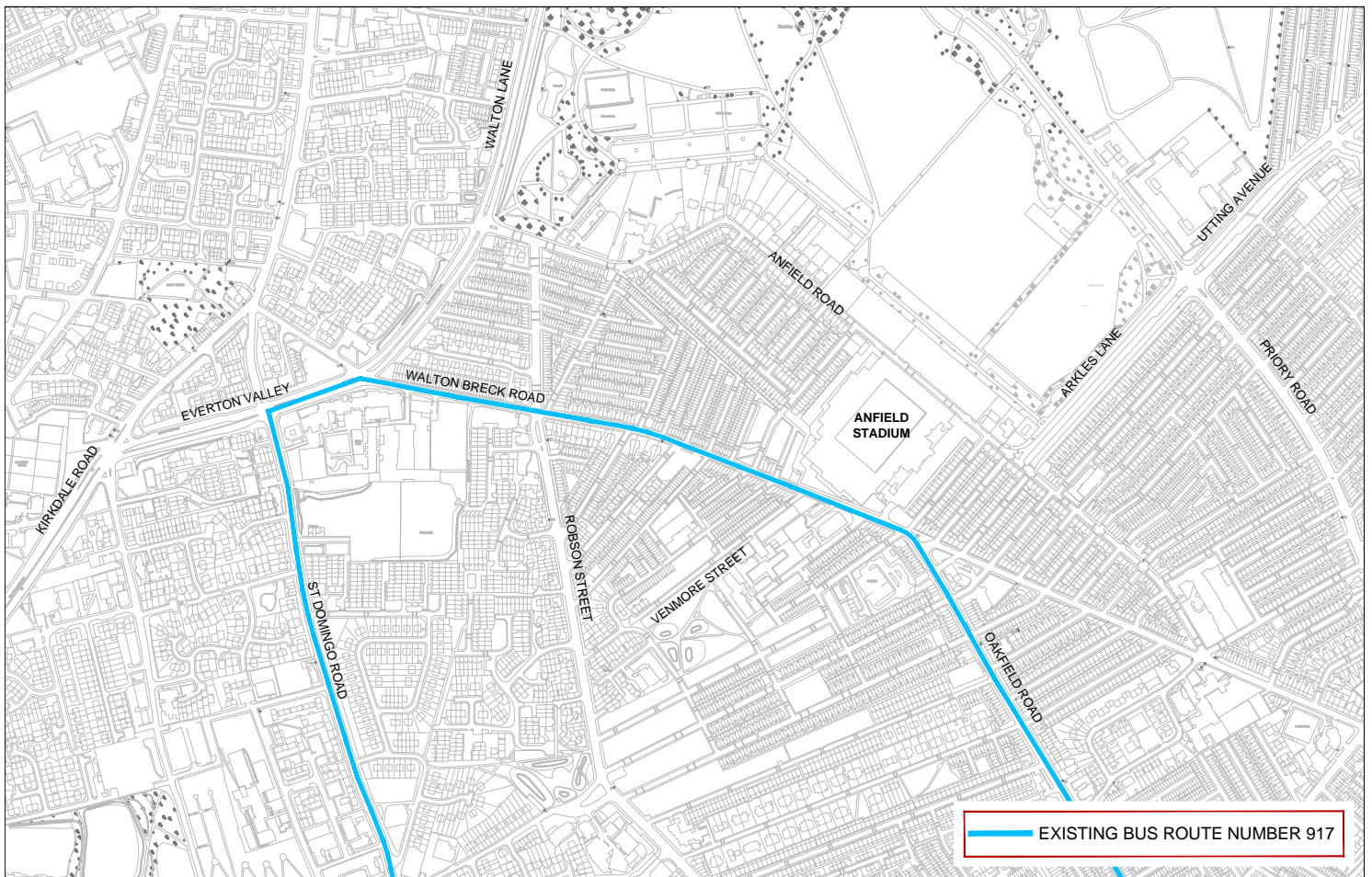
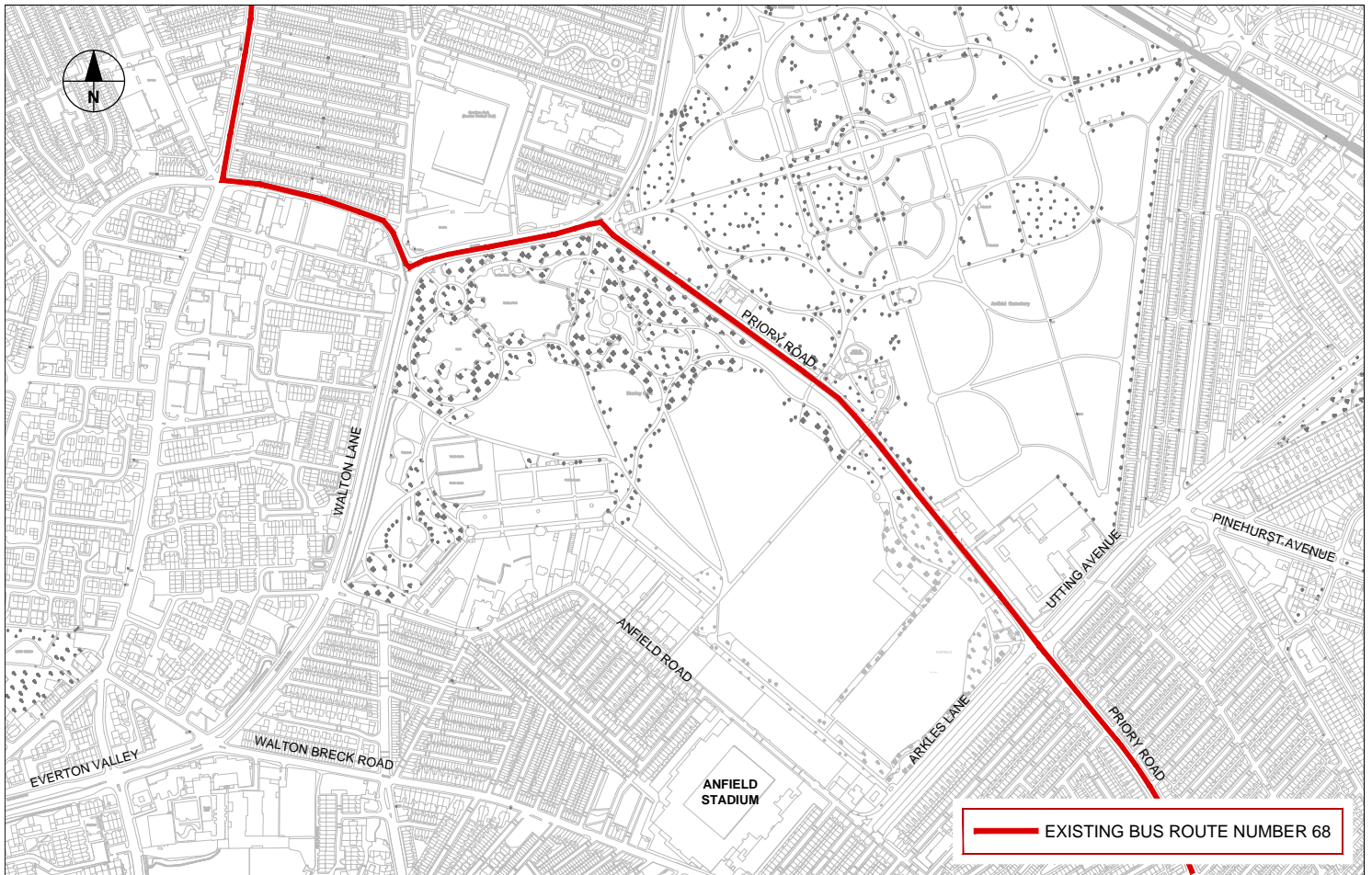


FIGURE 12.11c EXISTING BUS ROUTES