

FIGURE 12.12a PROPOSED DIVERSIONS FOR BUS ROUTES

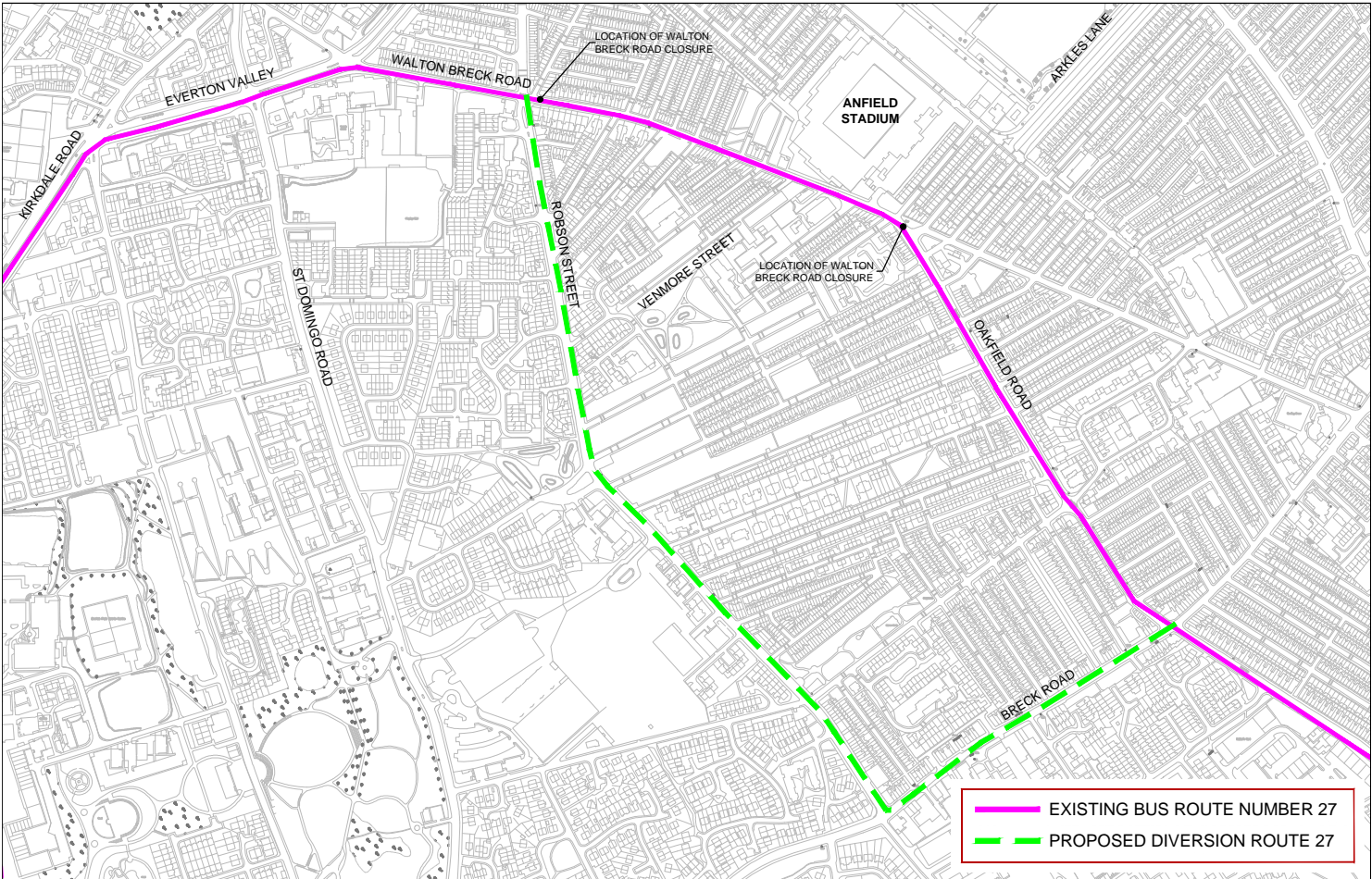
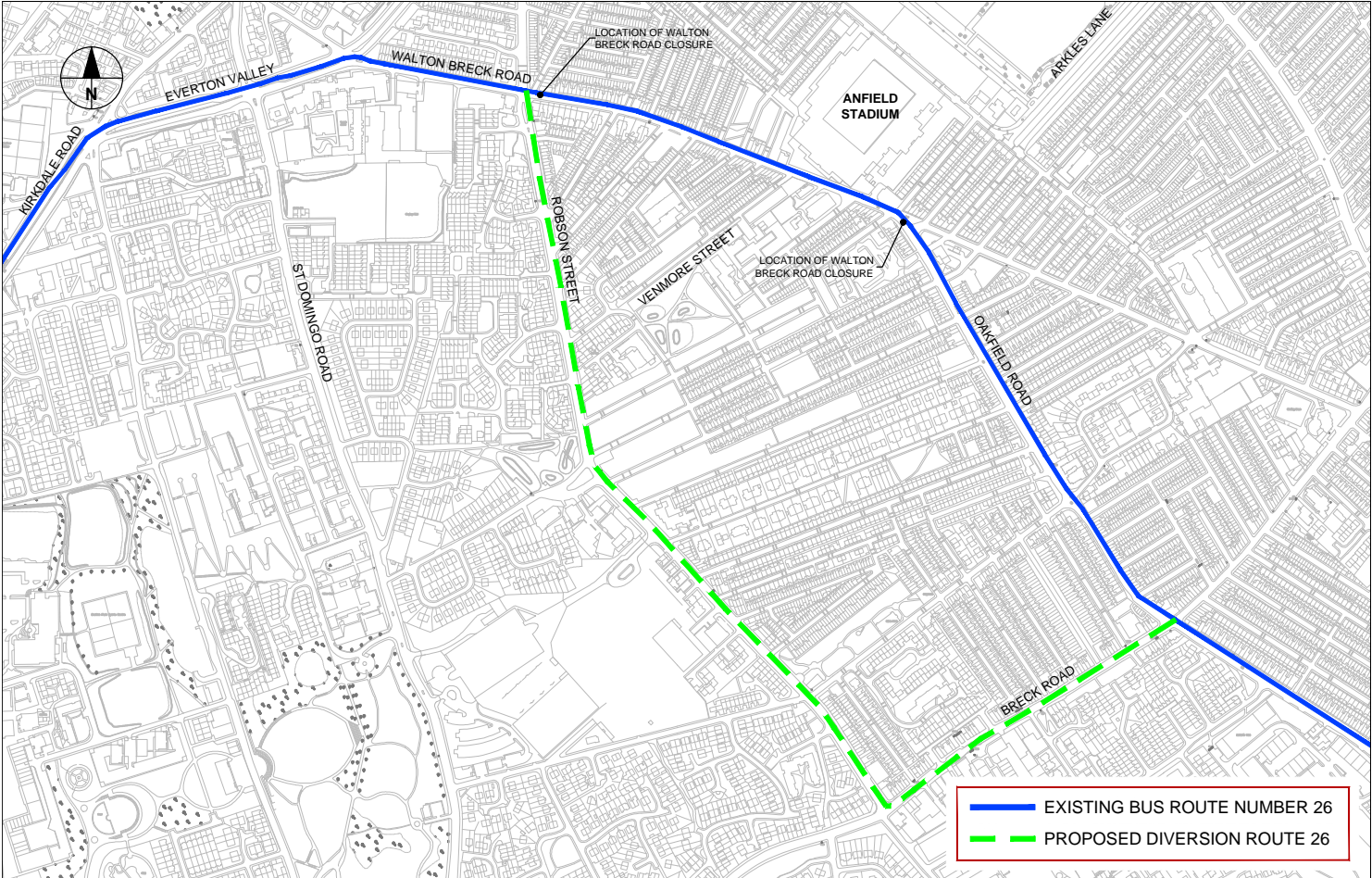


FIGURE 12.12b PROPOSED DIVERSIONS FOR BUS ROUTES

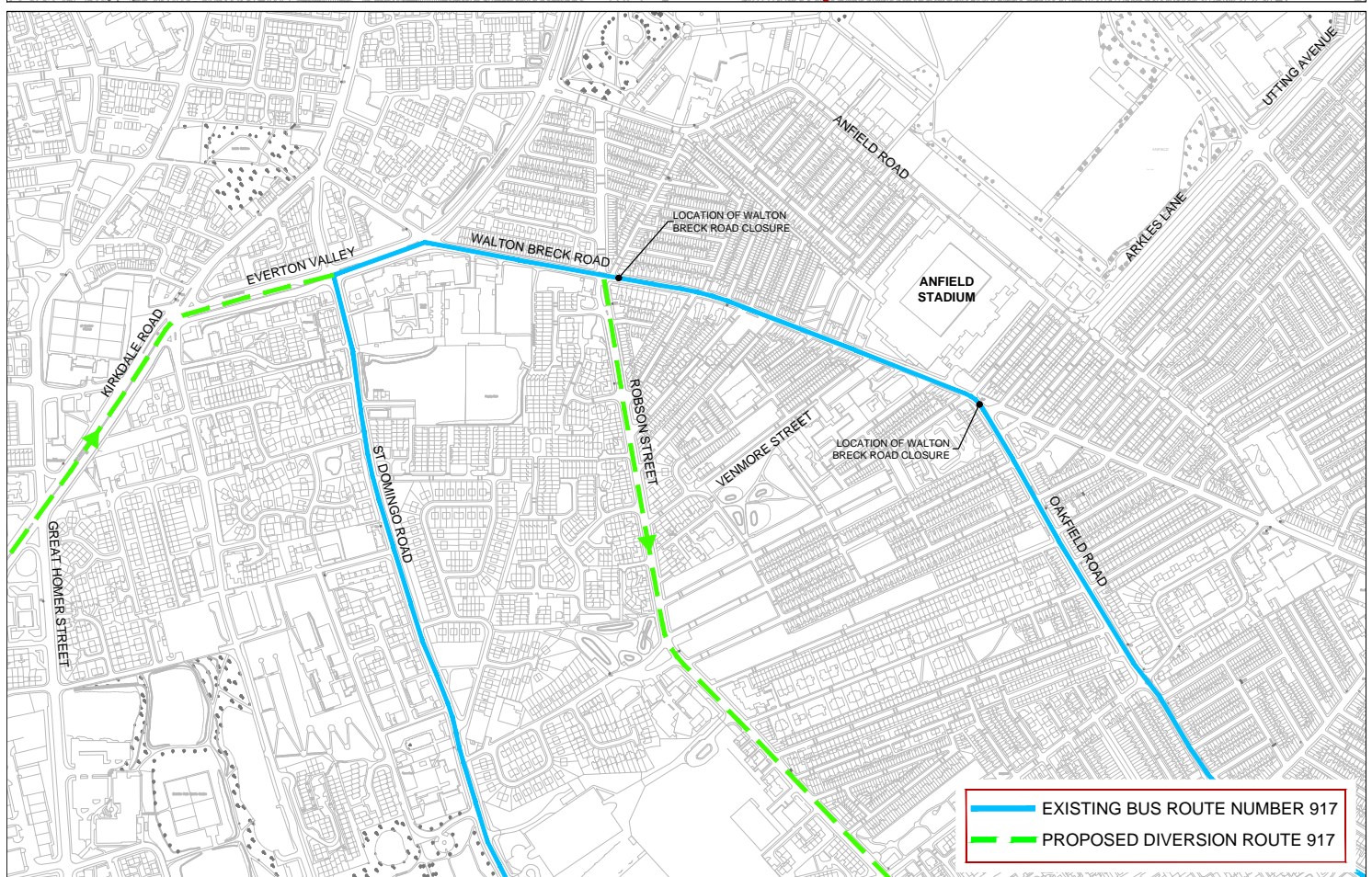
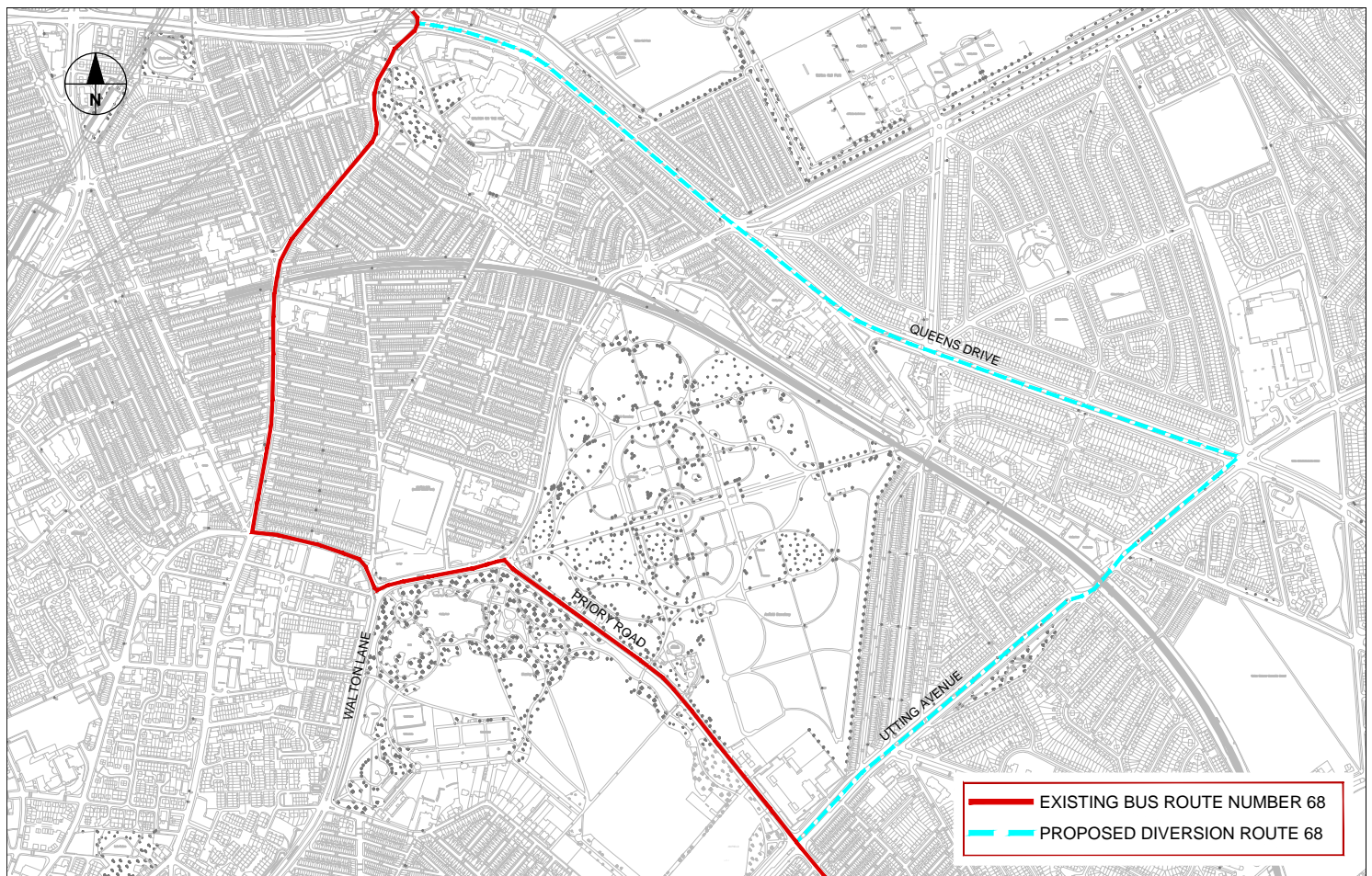


FIGURE 12.12c PROPOSED DIVERSIONS FOR BUS ROUTES

12.14 Measure 3.0: Extension to coach parking facilities

Background

- 12.14.1 Coach parking is currently provided along Priory Road, with space to accommodate 35 home coaches. It was observed during on a few match days that the coach lay-by provided along Priory Road was close to capacity, however space remained for coaches in alternative locations such as Utting Avenue, which is the formal overflow area.

Intervention

- 12.14.2 This intervention proposes to extend the coach parking layby as shown in the following figure to enable it to accommodate up to 50 coaches.
- 12.14.3 The street furniture along this section of footway is offset from the edge of the carriageway. This allows sufficient space to construct a coach layby without the need to relocate the existing lighting columns and street furniture.
- 12.14.4 Priory Road is continued to be the preferred location for coach parking as opposed to St Domingo's, given its proximity to the site.

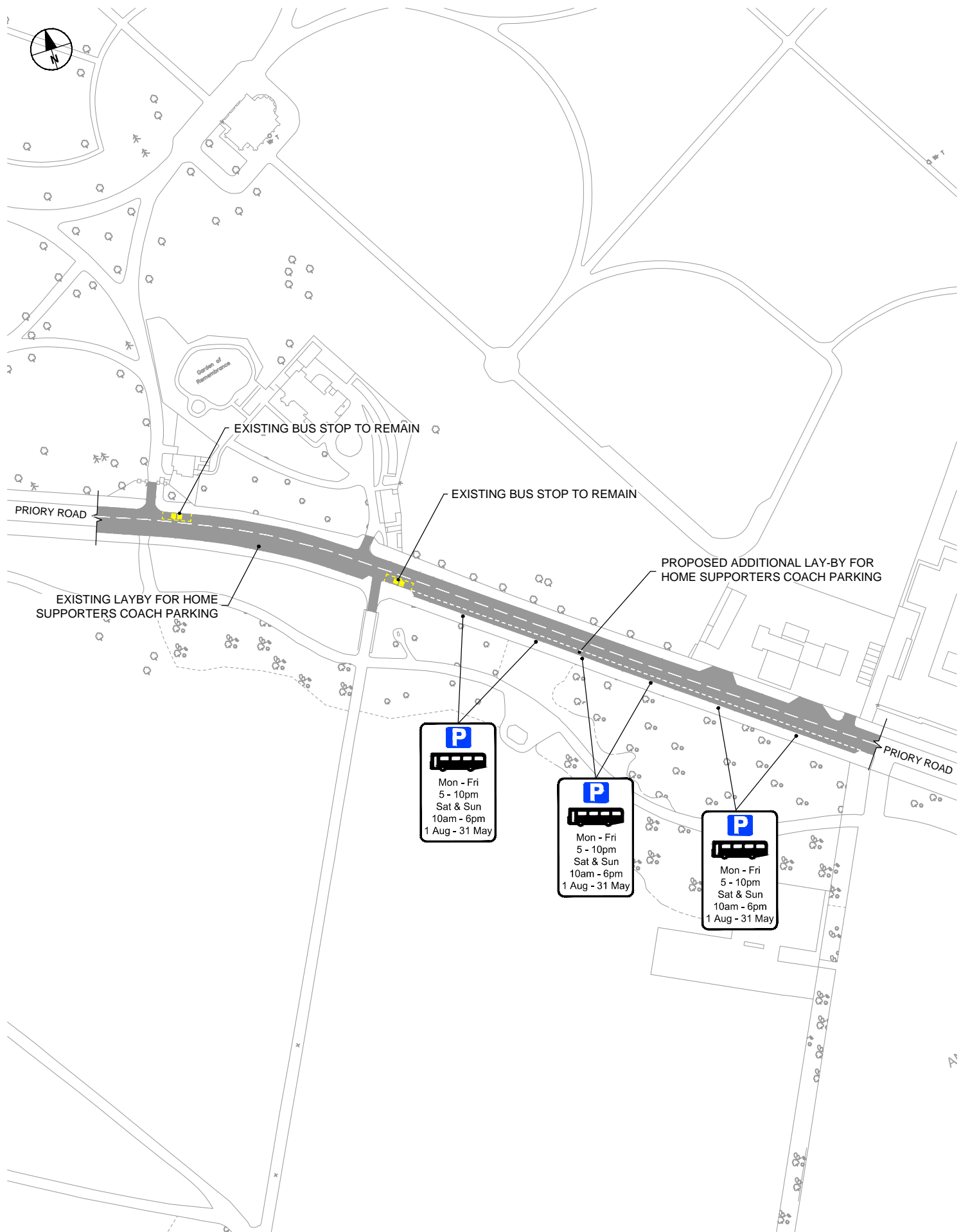


FIGURE 12.13 EXTENSION TO COACH PARKING FACILITIES

12.15 Measure 4.0: Structure to City Centre express services before and after matches

Background

- 12.15.1 The existing 917 City Centre Express service is operated by Stagecoach from St. Johns Lane to Anfield, with a return service also in operation post-match. The service only operates on match days, starting 1.5 hours prior to kick off on weekdays and 3 hours before on weekends. This is a popular mode of transport, and given the importance of the City Centre as an interchange hub with other transport modes as well as City Centre hotels, there is great potential for this mode to work harder if it was expanded to meet demand. The service does not operate to a timetable with the current frequency driven by demand.

Intervention

- 12.15.2 It is proposed that this service would be altered to stop at three locations in the City Centre to collect supporters for transfer to Anfield. The service would be jointly operated by Stagecoach and Arriva and seek to operate to an improved frequency and for a longer time period prior to kick off in response to demand.
- 12.15.3 The proposed pick up route is shown in the following figure, with stops at Paradise Street Bus Station, Elliot Street and outside Lime Street on St Georges Place, before travelling directly to Anfield. This proposed route would enable supporters staying in hotels around Liverpool One to connect easily onto the service, as well as providing a connection at Lime Street Station to intercept those arriving by train.
- 12.15.4 Increased frequency of service and the potential for the service to operate earlier on weekdays would make this a more attractive mode as well as increase the capacity making this mode work harder to move the additional supporters.
- 12.15.5 Post-match, it is proposed that buses will stack facing southbound on Robson Street, with supporters being directed from the ground and buses departing as soon as they are full. Additional services would be stacked at St Domingo's Road and sent round to Robson Street once the initial services began departing, to ensure that there are several vehicles waiting at all time, to highlight the availability of the mode. Services would then travel back to the City Centre via Islington, with a drop off outside Lime Street and Hanover Street before reaching Paradise Street.
- 12.15.6 Offering a more convenient, well publicised service which operates on quality buses and uses a set route chosen to provide a quick route between the City Centre and the stadium will increase the attractiveness of this option and support interchanges in the City Centre.