

FIGURE 12.14 POTENTIAL CITY CENTRE EXPRESS ROUTE

## 12.16 Measure 5.0: Improved Soccerbus Service to / from Sandhills

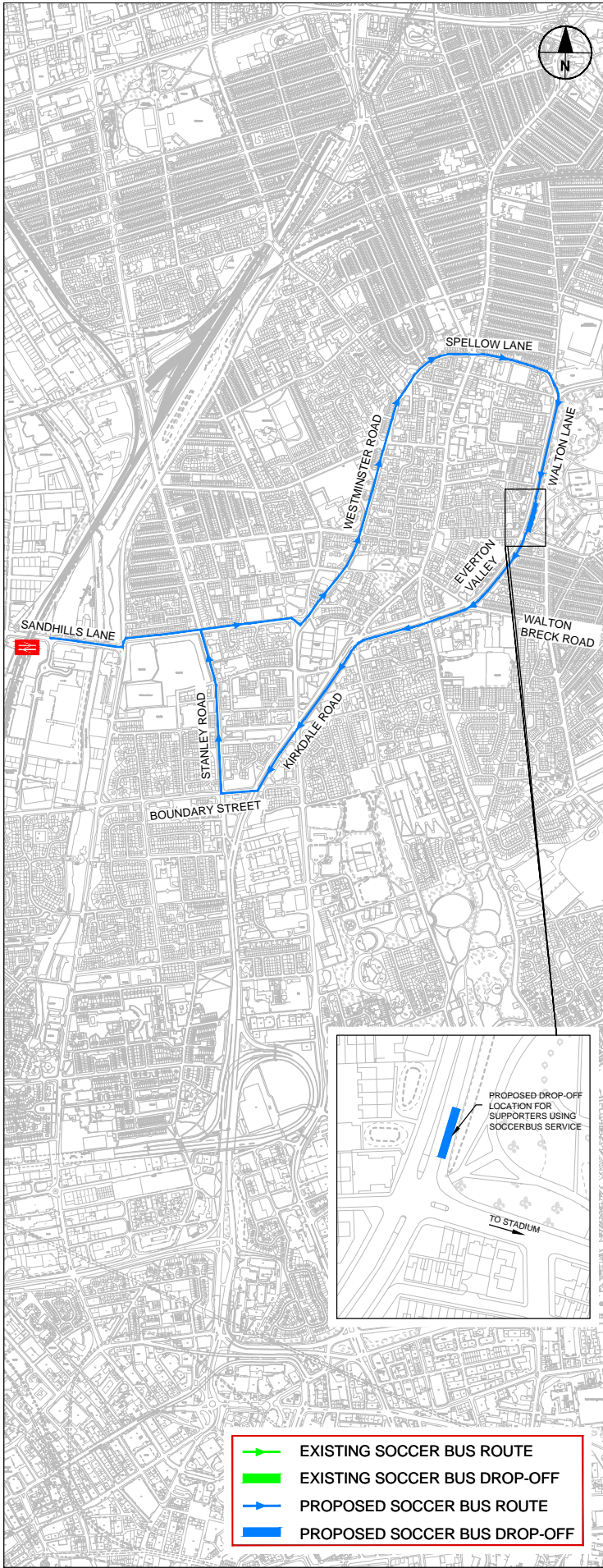
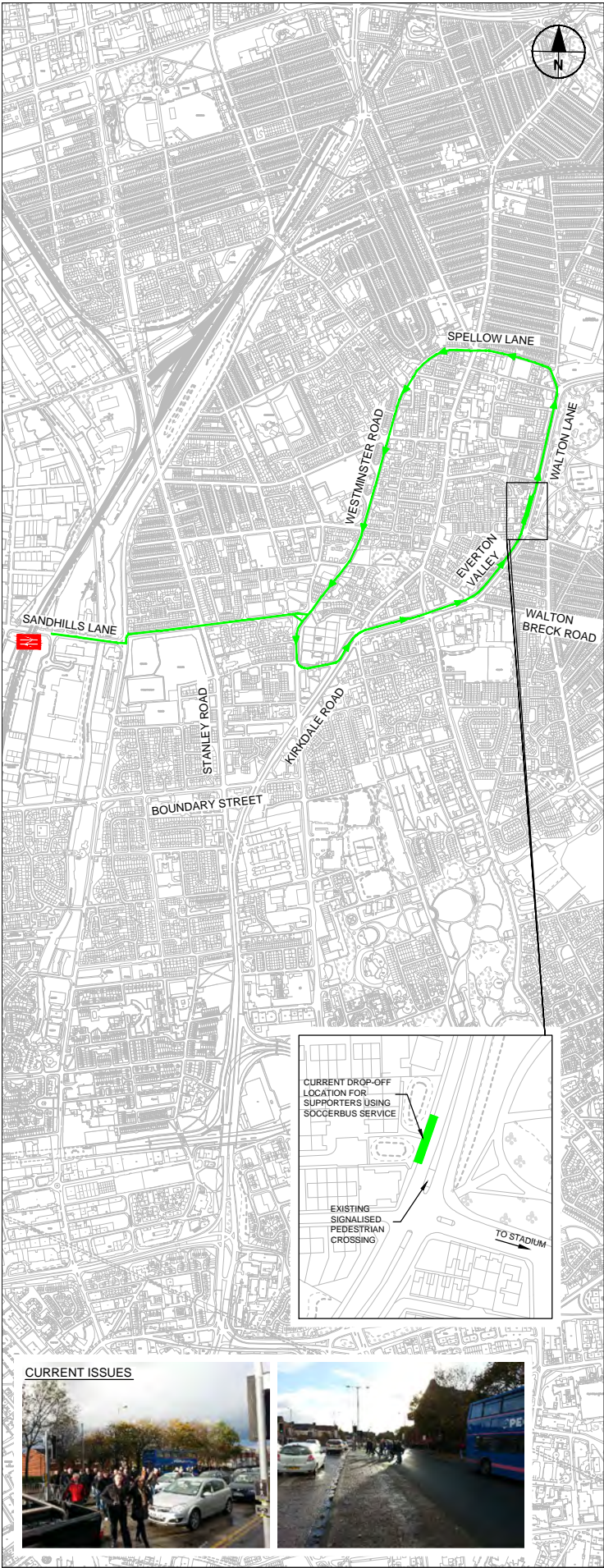
### Background

- 12.16.1 The supporter surveys demonstrated that the Soccerbus is well utilised on match days and has the potential to be even more popular.
- 12.16.2 Currently the service operates in an anti-clockwise route between Sandhills Station and Walton Lane before matches, dropping passengers on the western side of Walton Lane. This requires supporters to cross Walton Lane to reach Anfield. An existing crossing point is located close to the drop off point, however it is not substantial enough to support a full bus load of passengers – there simply isn't space on the pedestrian islands for everyone to wait. Consequently, many passengers from the service cross the road away from the crossing which is a safety risk with on-coming traffic in the road.

### Intervention

- 12.16.3 It is proposed that the route of the Soccerbus is reversed so that passengers alight the service on the eastern side of Walton Lane (in the same location as the post-match pick-ups), removing the requirement to cross the road. This should have a very small impact upon the journey time but will present a time (and safety saving) when being dropped off as there will be no requirement to wait to cross the road. The proposed changes to the route are shown in the following figure.
- 12.16.4 This would also provide a benefit to supporters with them being dropped off in exactly the same location as the return service pick up.





**FIGURE 12.15 IMPROVED SOCCERBUS ROUTE**



## 12.17 Measure 6.0: Disabled drop off area and disabled parking

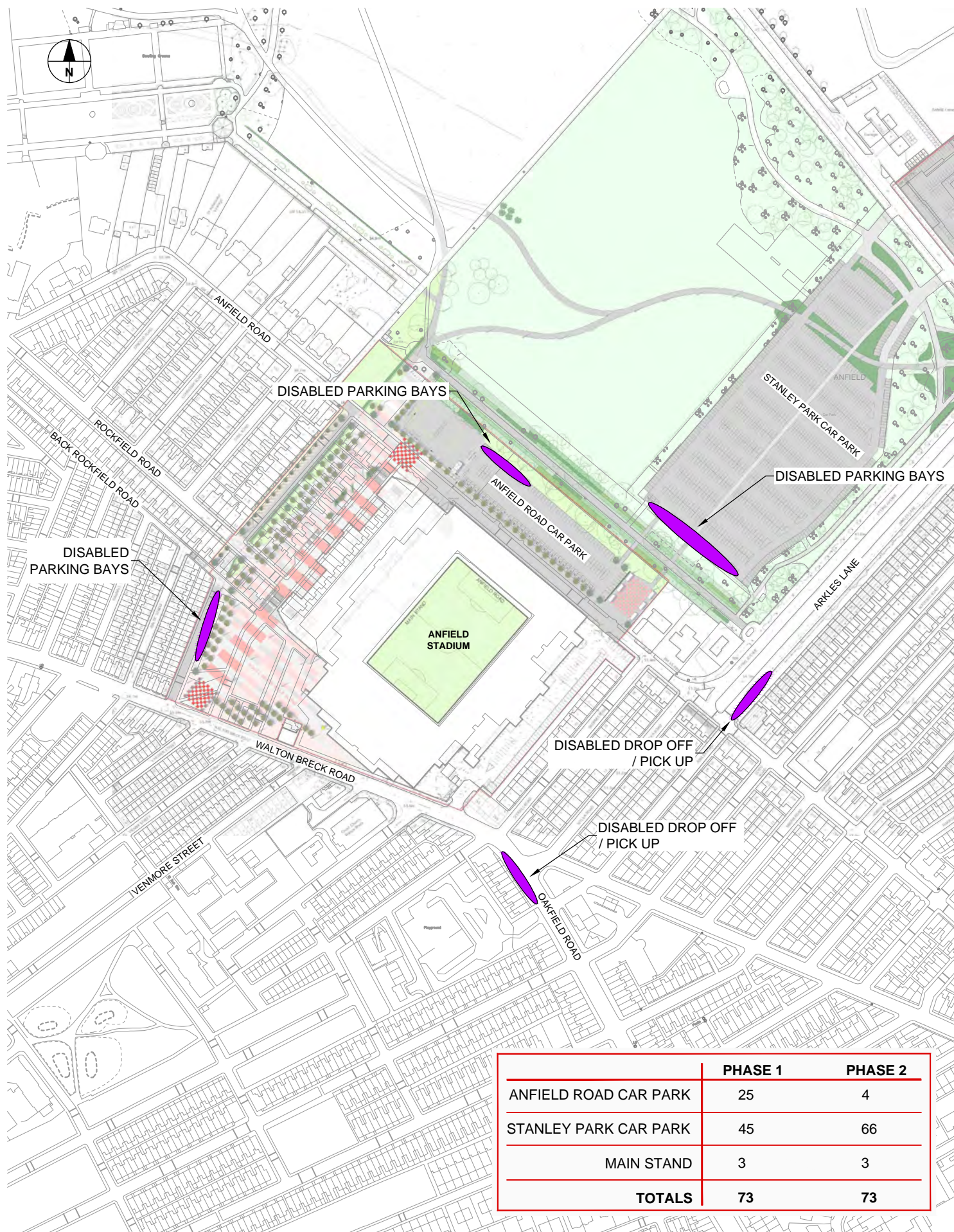
### Background

- 12.17.1 At present, disabled drop-off is relatively informal around the Anfield ground as vehicles can get very close to the stadium as Walton Breck Road remains open till close to kick-off. However, as discussed previously, it is proposed that roads adjacent to the ground be closed for at least two hours prior to kick-off.
- 12.17.2 The majority of disabled parking is provided within the Stanley Park car park where 30 spaces are allocated. A further 14 spaces are dedicated within the Anfield Road car park. Access to these spaces is by pre-booked permit only.
- 12.17.3 Following the phased expansion of the stadium, additional and alternate disabled drop-off and parking facilities will be required.

### Intervention

- 12.17.4 Two areas have been identified for a disabled drop off facility, both located within close proximity to the stadium, less than 125 metres away. The disabled drop off facility to be provided along Oakfield Road is due north of the junction of Oakfield Road with Kemp Avenue and falls beyond the soft road closure.
- 12.17.5 As the driver approaches the soft road closure a steward grant them access to the area, where they can drop supporters off in the 1.5 metre wide lay-by provided. They can then leave the area via Wylva Road or Walton Breck Road travelling southbound. This area can also act as a post-match pick up facility. A maximum waiting limit of ten minutes would need to be imposed to avoid people abusing the bay and using it for parking, as opposed to a drop off/pick up facility.
- 12.17.6 A secondary disabled drop off facility is to be provided at Arkles Lane, in close proximity to the junction with Anfield Road. This consists of a marked out bay on the carriageway as shown in the following figure.
- 12.17.7 Disabled drop offs will also be permitted within Stanley Park car park with a route through the car park provided for vehicles to get access to Anfield Road car park to enable a drop off in close proximity to the stadium.
- 12.17.8 Pre-booked permit only disabled parking is currently proposed to be within three areas for both the Phase 1 and Phase 2 stadium expansion. These being: the undercroft of the Main Stand; Anfield Road car park; and Stanley Park, which is proposed to provide a total of 73 spaces.





**FIGURE 12.16 DISABLED DROP OFF / PICK UP AND PARKING LOCATIONS**



12.18 Measure 7.0: Extension to parking restriction along Walton Breck Road at the junction of Everton Valley Road

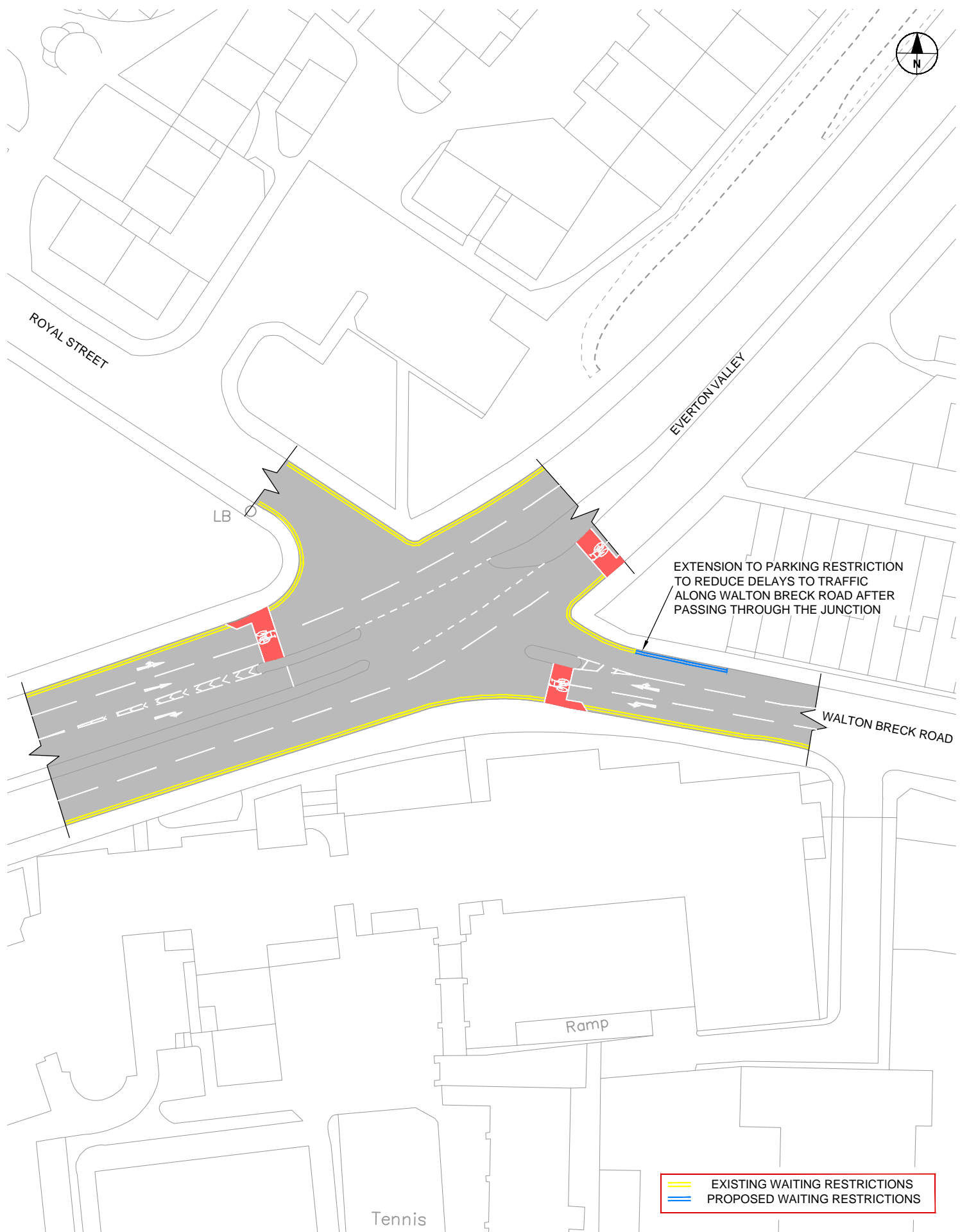
Background

- 12.18.1 The junction of Everton Valley Road and Walton Breck Road is critical as traffic needs to pass through in order to reach the stadium when travelling from the City Centre, in particular when turning from Everton Valley Road onto Walton Breck Road. This junction becomes increasingly congested during the period before the match begins, with many vehicles queuing back out onto the junction due to traffic building along Walton Breck Road. Cars are currently permitted to park along this section of Walton Breck Road and this has a negative effect on the vehicles trying to complete the manoeuvre.

Intervention

- 12.18.2 This intervention is a simple scheme which involves extending the parking restrictions along Walton Breck Road as shown in the figure below. This will provide additional space for the vehicles, of which a proportion are buses, to complete this manoeuvre. This will therefore ease congestion at this location and reduce the blockage which is currently occurring to traffic travelling southbound along Everton Valley Road.





**FIGURE 12.17** EXTENSION TO PARKING RESTRICTION ALONG WALTON BRECK ROAD



## 12.19 Measure 8.0: Additional cycle parking facilities

### Background

- 12.19.1 Currently cycle parking provision at the Stadium is poor and not well publicised or used, with provision for just 8 cycles. Cycling is not a particularly popular mode of transport for supporters on match days, likely due to poor facility provision and concern over security. However it has great potential to as a sustainable mode of transport connecting the surrounding residential catchment areas, and City Centre. Improved facilities for cyclists such as safe and secure parking would help to support further use of the mode and increase its modal share. This would primarily be aimed towards the staff who work at the ground as they would be more likely to make use of the cycle facilities than the supporters, however supporters would also be able to make use of the facilities if required.

### Intervention

- 12.19.2 It is proposed to provide 32 cycle stands at the stadium to facilitate 64 bicycles which will be available to both staff and supporters. These are to be located in prominent positions in the public realm to increase the perception of security. These would also be available on non-match days for use by visitors and staff with the feasibility of providing showers and lockers being reviewed as part of the Staff Travel Plan.

## 12.20 Measure 9.0: Pedestrian Access Improvements in vicinity of stadium

### Background

- 12.20.1 As part of the wider Anfield SRF work, the surrounding developments in the vicinity of the stadium will facilitate several upgrades to Walton Breck Road which will be of benefit to supporters at Anfield.

### Intervention

- 12.20.2 Several elements of the proposed changes to Walton Breck Road and connections from the surrounding area such as Stanley Park will be of benefit to supporters. This includes:
- Identification of safe crossing points (although Walton Breck Road will be closed in the build-up to a match making crossing point redundant during this period) for directing pedestrians outside of the road closure and on non-match days;
  - Improvements to public realm to improve the perception of the road and make it a pleasant route for pedestrians;
  - Improved connections between Stanley Park and Anfield Road;
- 12.20.3 These measures will help to facilitate improved access to the stadium for pedestrians who may be walking from other modes such as the bus stops, drop off points and car parks.

- 12.20.4 In addition, around the stadium itself there will be significant public realm and circulation improvements for supporters. Notably: a much wider walkway width will be provided on Anfield Road adjacent to the stadium from Phase 1 onwards; generous pedestrian squares are planned at the two corners of the Main Stand; wide areas space adjacent to the Main Stand to allow supporters to congregate before and after matches; and much more permeability for pedestrians into the surrounding area.