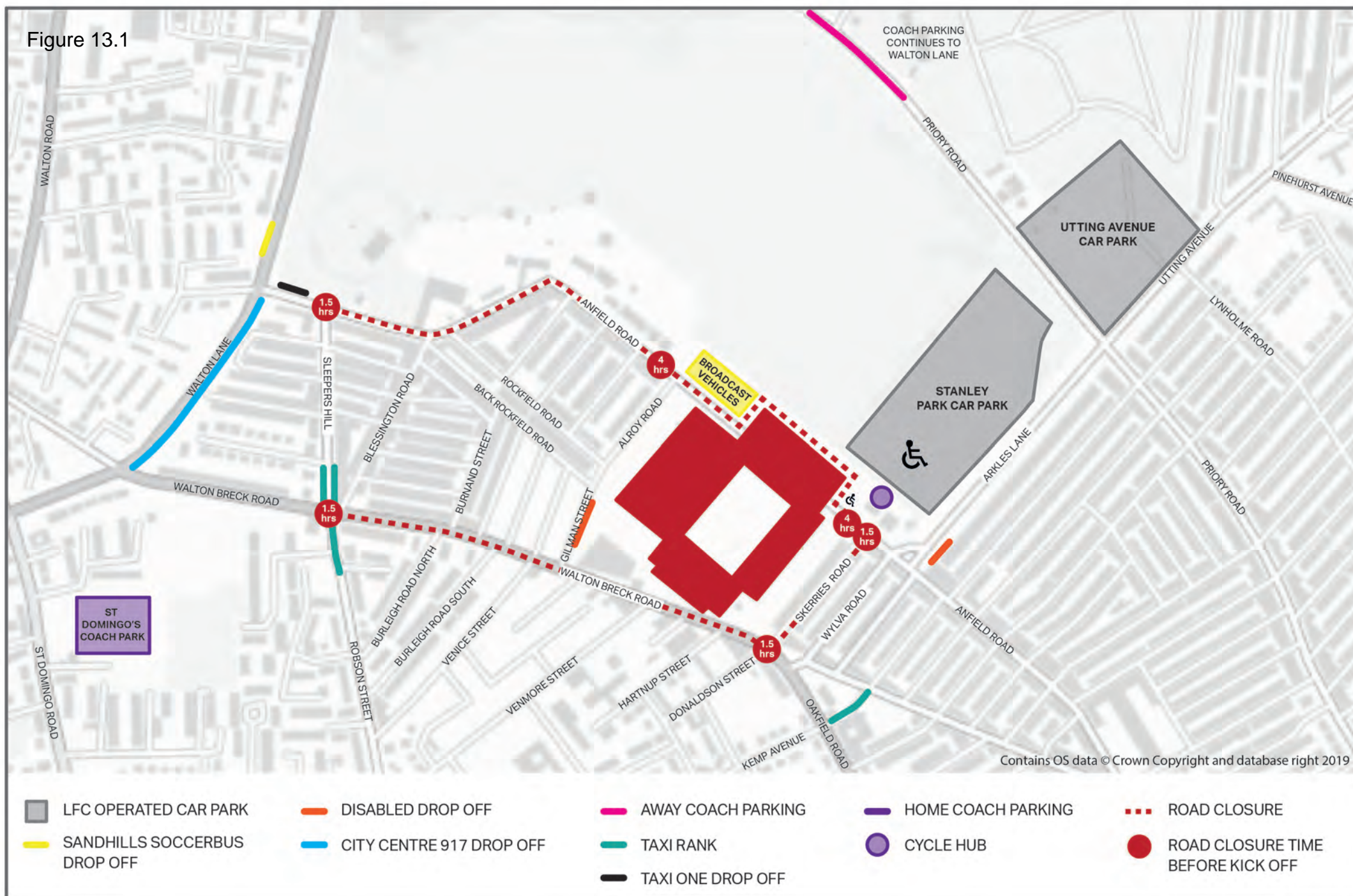


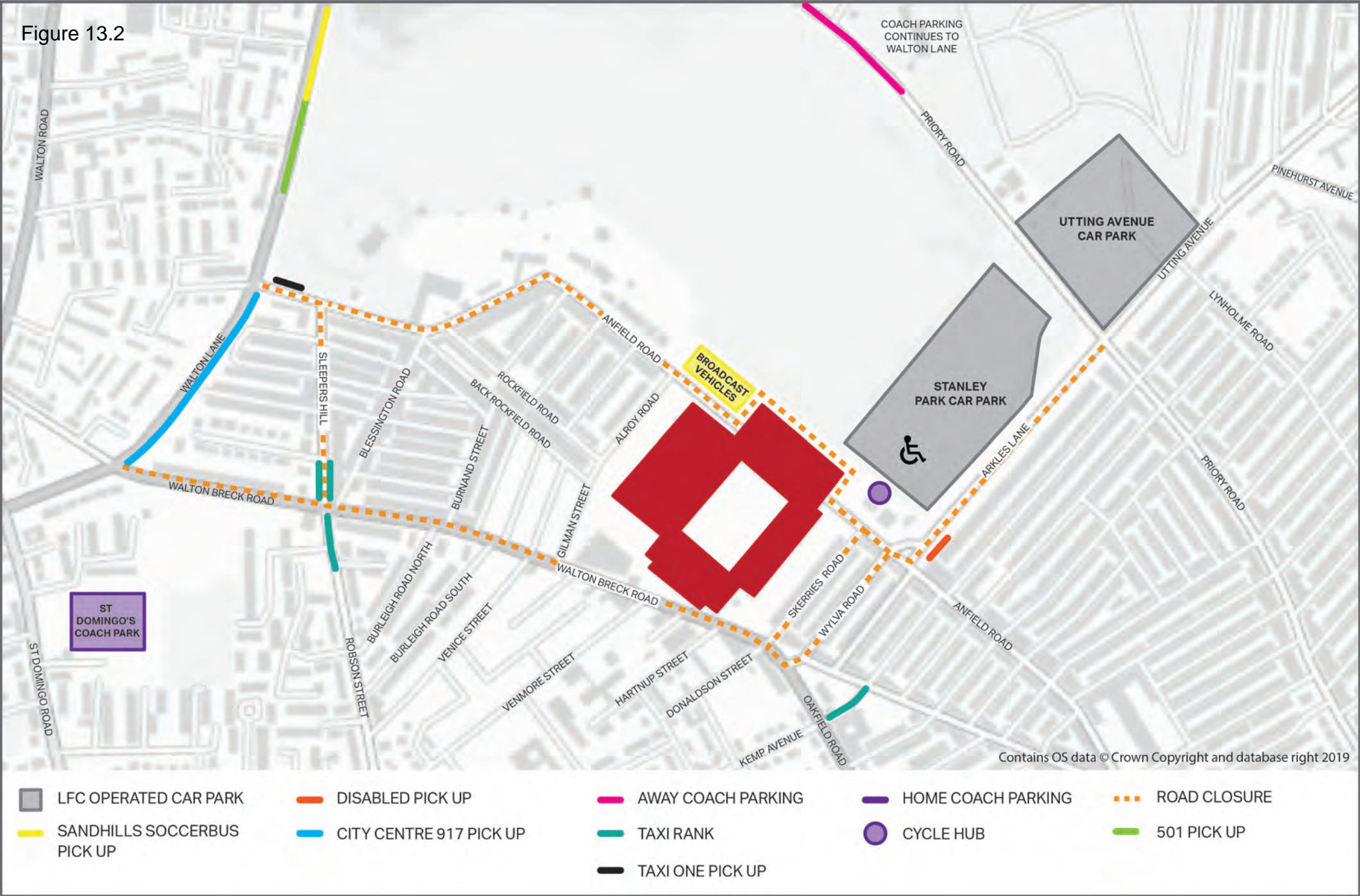
ANFIELD ROAD EXPANSION - PROPOSED MATCH TRANSPORT PLAN (PRE-MATCH)

Figure 13.1



ANFIELD ROAD EXPANSION - PROPOSED MATCH TRANSPORT PLAN (POST-MATCH)

Figure 13.2



13.2 Implementation

The strategy will be implemented by the Travel Manager for Liverpool FC and their support network including their traffic management company, as well as Merseyside Police, the bus operators and LCC licensing and parking. The strategy will be phased and amended over time with the following changes proposed on a season by season basis.

Table 13.1: Implementation timetable

Season	Proposals
2021/22	Introduction of sterile zone Relocation of 917 and 501 bus services and taxis Car park management review implemented Marketing strategy implemented Staff Travel Plan continued to be implemented TWG continued
2022/23	Relocation of home and away coaches Signage following trial of new locations of buses and coaches Business permit scheme implemented Marketing strategy ramps up Ticketing initiatives on bus services Staff Travel Plan continued to be implemented TWG continued
2023/24 (expanded ARS operational)	Dwell time initiatives introduced in ARS Cycle hub operational Staff Travel Plan continued to be implemented TWG continued
2024/25+	On-going review of implemented strategy Staff Travel Plan continued to be implemented TWG continued

13.3 Monitoring

13.3.1.1 The effectiveness of the strategy will be monitored by the Travel Manager and through the Transport Working Group, with stakeholders at the meeting:

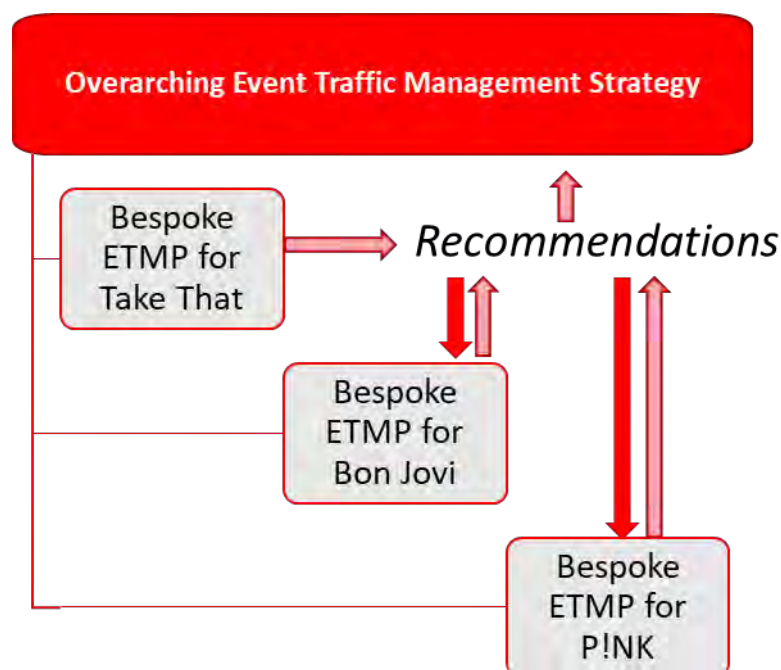
- Reviewing any comments or complaints from residents received in relation to match day operations;
- Reviewing and comments or feedback from stakeholders themselves on what is working well and what needs adjustment; and
- Agreeing interventions or changes as necessary to ensure the continued success of the plan.

13.3.1.2 The supporter surveys will be repeated at regular intervals to ascertain mode shift from the 2019 figures, and progress towards the target mode splits specified. To ensure results are comparable, the same methodology should be applied as has been done for previous years.

14 Events Strategy

14.1 Background

- 14.1.1 An Event Traffic Management Strategy (ETMS) was prepared to support the planning application for temporary permission to host events and concerts at Anfield (ref:18F/1632) to allow Anfield Stadium to host up to six music concerts or other major events annually for a period of two years from the date of the first concert or event. This new proposed application would convert this permission into a permanent permission to cover up to 12 events per annum. The majority of those concerts/major events ('major events') will be held in May and June after the end of the football season.
- 14.1.2 The purpose of the ETMS is to set out the approach for managing and co-ordinating access, traffic and movement for concerts and major events at Anfield Stadium. The report also outlines the approach for marketing travel choices and promoting access by sustainable modes such as public transport, taxis and on foot.
- 14.1.3 The ETMS is required to ensure that transport arrangements are satisfactory and if any issues occur, there is an appropriate mechanism to review the strategy and make changes accordingly. It is required to be reviewed annually, however there are no events planned for 2020 and therefore the review for 2020 will be postponed until 2021.
- 14.1.4 Bespoke Event Transport Management Plans (ETMPs) are to be prepared for each of the individual major events falling under 18F/1632 (satisfying Planning Condition 5) and it is expected that this requirement extends to any new permission for on-going concert or event use of the Stadium.
- 14.1.5 For each bespoke ETMP, lessons learnt from previous events should be taken into consideration, and these also fed back to the overarching ETMS, as demonstrated in the graphic below.



- 14.1.6 Three events were held in summer 2019, with the maximum number of ticket holders in attendance at each of these three concerts being 48,000. The events were:
- Take That on Thursday 6th June 2019
 - Bon Jovi on Wednesday 19th June 2019; and
 - P!NK on Tuesday 25th June 2019.
- 14.1.7 No events were held in 2020 and none are currently planned for 2021.
- 14.1.8 For each of these events, individual ETMPs were produced and approved by LCC in advance. Post event, individual monitoring reports were also produced and issued to LCC which set out (from a transport perspective) what had happened on the ground for each of the events, what had worked well and recommendations for change for future events.
- 14.1.9 As per planning condition 6, a report setting out the effectiveness of the bespoke ETMP was prepared and submitted to LCC to detail any problems encountered with the ETMP and identify any remedial measures for review and incorporation in the annual update of the ETMS and subsequent ETMPs.

14.2 Event Strategy Overview

The full ETMS can be found in **Appendix A.4** but the pre and post event arrangements can be seen in Figure 14.1 and Figure 14.2.

The following summarise the key elements of the ETMS which were applied to the three events in 2019:

Communications

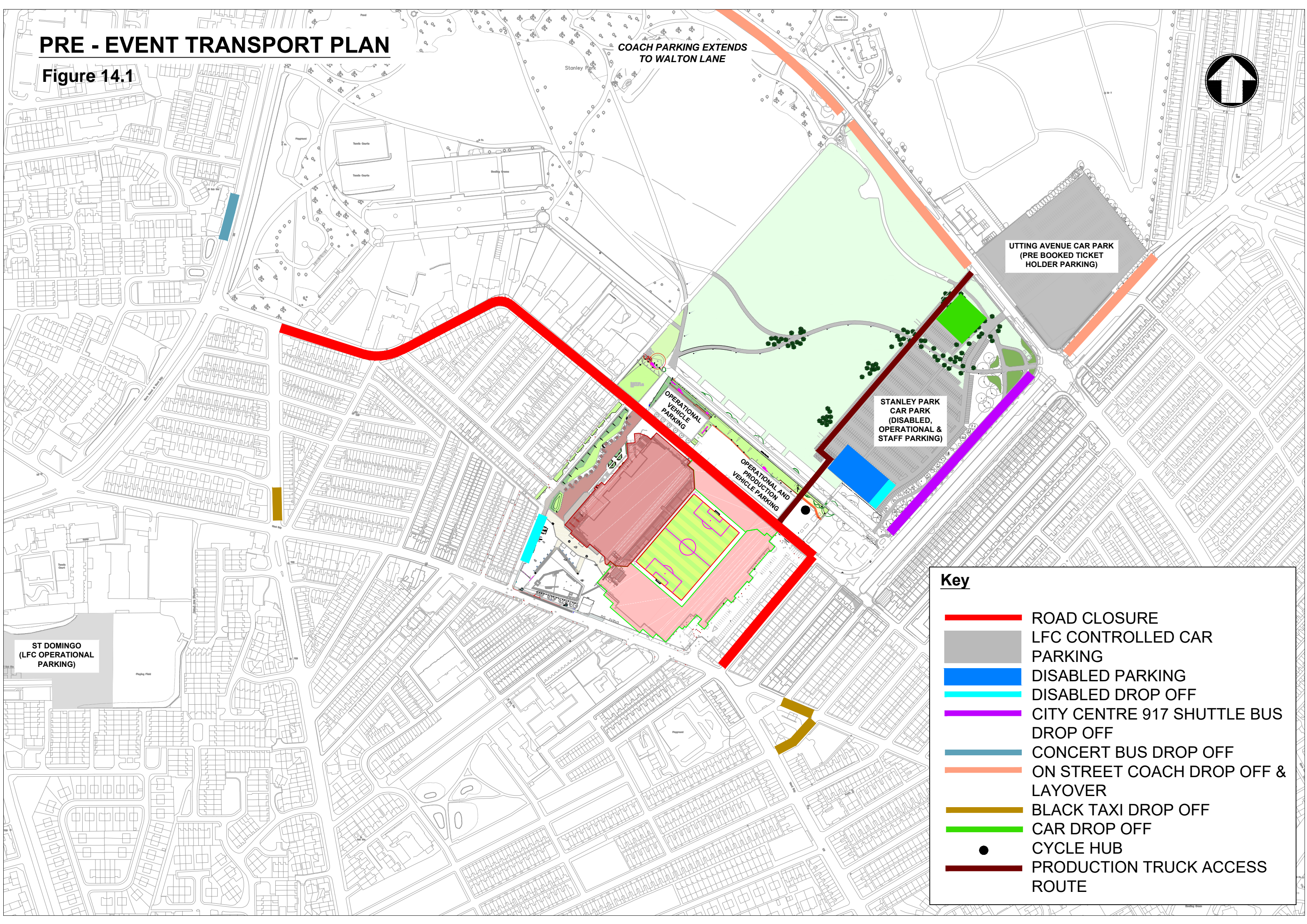
- 14.2.1 The ETMS recognises the importance for key event communications to be disseminated early and to issue clear travel and transport messages to ticket holders and the wider public before the major events.

Parking

- 14.2.2 All official Liverpool FC car parking must be pre-booked and attendees who have not pre-booked a space must be advised not to travel into the Anfield area by car and to travel by other modes. For attendees who haven't pre-booked a car parking space but still wish to travel by car, the only promoted alternative will be to drive to the city centre and then park and ride or park and walk.
- 14.2.3 The Liverpool FC controlled car parks are located at Stanley Park and Utting Avenue. The ETMS states that the Utting Avenue car park is to be used exclusively for pre-booked ticket holder parking, with disabled, staff and operational parking available within the Stanley Park car park.

PRE - EVENT TRANSPORT PLAN

Figure 14.1



Key

ROAD CLOSURE

LFC CONTROLLED CAR PARKING

DISABLED PARKING

DISABLED DROP OFF

CITY CENTRE 917 SHUTTLE BUS DROP OFF

CONCERT BUS DROP OFF

ON STREET COACH DROP OFF & LAYOVER

BLACK TAXI DROP OFF

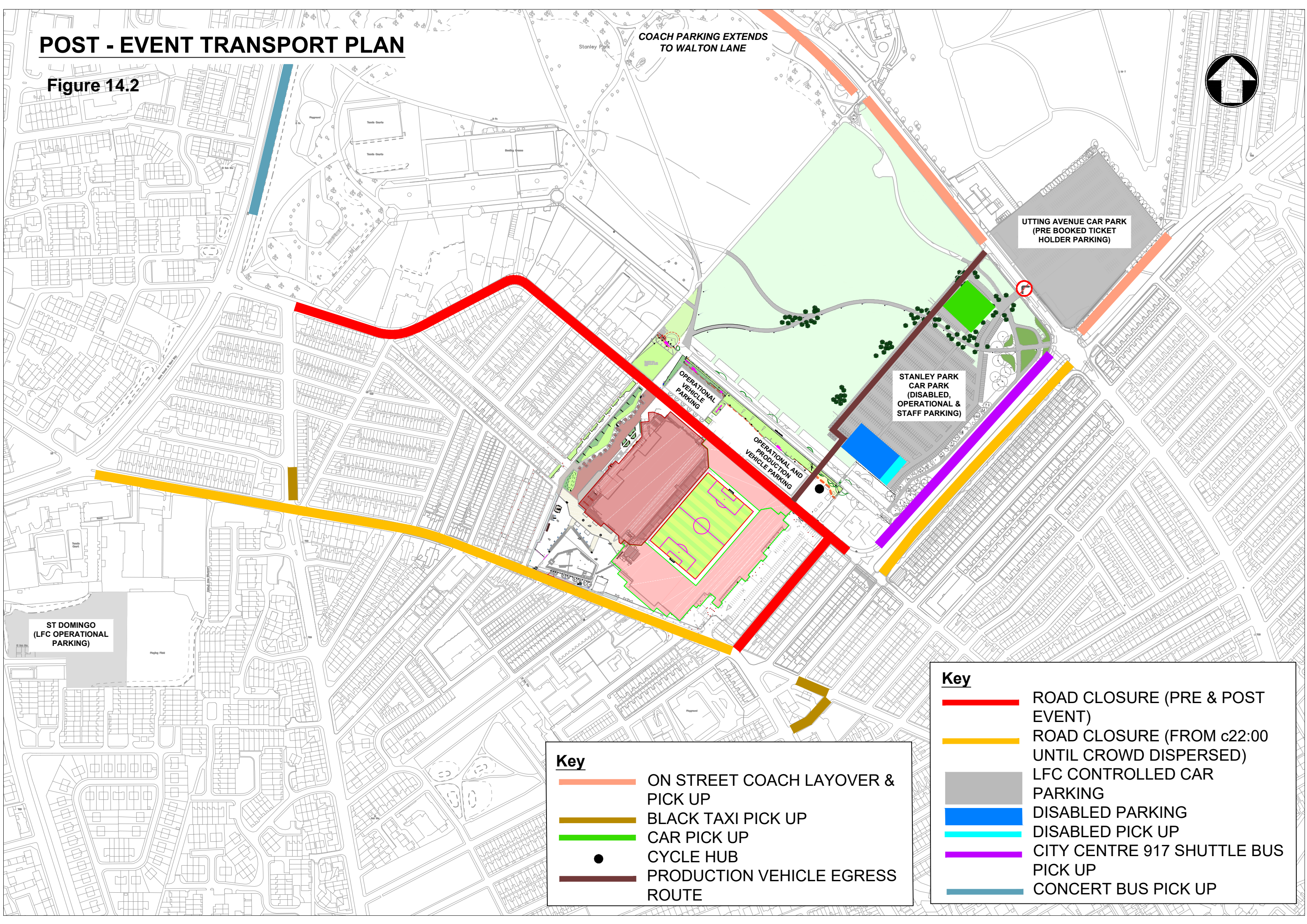
CAR DROP OFF

CYCLE HUB

PRODUCTION TRUCK ACCESS ROUTE

POST - EVENT TRANSPORT PLAN

Figure 14.2



Drop off and pick up

- 14.2.4 A formal drop off and pick up point was established within Stanley Park car park. A separate disabled drop off area will be established within the car park, with the disabled drop off point at Gilman Street also available for use.
- 14.2.5 It was expected that a number of vehicles would arrive early to wait in the drop off area ready to pick up following the event, therefore a dedicated pick up waiting area was provided and managed in Stanley Park car park. Any overspill of waiting vehicles utilised space on Priory Road.

Buses

- 14.2.6 Public bus services operate along their normal routes pre-event as Walton Breck Road will remain open up until just before the concert ends, when the post-event period of road closures commences. In the case of the concerts, this meant Walton Breck Road remained open until 10pm, minimising disruption to local bus services.
- 14.2.7 A shuttle bus service operated by Stagecoach operated between Liverpool City Centre (St John's Lane/St George's Plateau) and will drop off on the northbound carriageway of Arkles Lane. The shuttle bus service then picked up from the same location on Arkles Lane providing connectivity back towards the city centre.
- 14.2.8 Passengers queue along Arkles Lane with the first bus filling up from the junction with Priory Road, allowing quick egress onto Priory Road and towards the city centre. Given the post-event closure of Walton Breck Road, any timetabled service buses which use this route during the period of closure will need to be diverted.

Rail and Concert bus

- 14.2.9 The ETMS states that no special measures are required to support rail services, with Merseyrail services operating via Sandhills Station, in addition to mainline services into Liverpool Lime Street. Peoplesbus operate the current matchday Soccerbus service, rebranded as 'Concert Bus'. This is in operation to connect event attendees between Sandhills and Anfield at Walton Lane. The ETMS also notes stewards and crowd control may be required along the walking route between Sandhills and Anfield for those event attendees not using Concert Bus services.

Coaches

- 14.2.10 The ETMS states that the coach parking provisions are to be provided within the existing marked coach bays on Priory Road. Priory Road can accommodate approximately 35 coaches within the parking bay. Further contingency is identified within the free parking bays on the southbound carriageway of Utting Avenue between Hildebrand Road and Pinehurst Avenue. To prevent cars parking in these contingency bays, no waiting cones are deployed prior to the event.

Taxis

- 14.2.11 The ETMS notes the important role which taxis will play in providing a convenient mode of travel for event attendees not as familiar with public transport links to Anfield. The promotion of the designated hackney taxi ranks at Sleepers Hill and Walton Breck Road/Houlding Street are included in event travel arrangements, with additional private hire taxis encouraged to use the designated drop off and pick up area in Stanley Park car park.
- 14.2.12 The Taxi One service is also expected to operate between St John's Lane and the marked bays at the junction of Anfield Road and Sleepers Hill as per the matchday Taxi One operation.

- 14.2.13 For the post-event period, the on-street bays at Houlding Street and Sleepers Hill will be available for use by hackney taxis. The ETMS also proposes the use of the nearside southbound lane of Walton Lane between Walton Breck Road and Anfield Road for use as a hackney taxi rank. This will enable taxis to be regulated by LCC and provide taxis the ability to turn around and join the taxi rank on the nearside lane of the city centre bound carriageway in the post-event period.

Walking and cycling

- 14.2.14 Walking and cycling were available for event travel as per match days with no restrictions.

Highway network and traffic management

- 14.2.15 The ETMS outlines the road closures that are enforced during the event. The road closures are aimed at improving pedestrian safety for event access and egress. In addition to the closure of Anfield Road in the pre and post event period, from 10:00PM on the day of the event (assuming an evening concert), Walton Breck Road (between Sleepers Hill and Oakfield Road), and Skerries Road will be closed for a 2-hour period or until crowds have dispersed and it is safe to reopen the road.
- 14.2.16 The stretch of Walton Breck Road between Sleepers Hill and Everton Valley will be closed eastbound and only westbound movements will be permitted to allow vehicles from Sleepers Hill and Robson Street to egress the area. The closure of Anfield Road is to be in place from 3 days before the event to up to 2 days after to support the event servicing, this is for the section of carriageway outside the Stadium between the bollards.
- 14.2.17 The use of the Urban Traffic Control (UTC) operated by LCC has been noted in the ETMS and will be manned for the events to proactively manage vehicle egress following the event and enable traffic to exit the area efficiently, dispersing within the wider road network. The UTC will operate on the matchday strategy that has been fine-tuned over the years to improve vehicle flows from Anfield, and through a manned operation on the event, can respond to any variations on the network should they arise.

14.3 Event Strategy Update

- 14.3.1 This planning application is seeking to make the temporary permission to stage events permanent. The expansion of the Stadium alongside this is unlikely to change the level of attendance significantly at the music events or concerts (compared to that for 2019), with this always being lower than on match days. This is due to the need to position a stage on the pitch which would lead to the subsequent loss of seating from the stand that would be located behind the stage. For other events, it is not expected that the capacity of the Stadium is increased above the c61,000, therefore not exceeding the number of attendees above that which is accommodated on match days.
- 14.3.2 An update to the ETMS should therefore be undertaken once future events are identified. This update can take into account recommendations from the 2019 events to improve the strategy, with these recommendations also feeding through to the individual ETMPs.
- 14.3.3 Following the three events in 2019, a monitoring exercise was undertaken for each and a series of recommendations have been provided which should be reviewed and incorporated into any further ETMS update and the individual ETMPs. These recommendations are set out in Table 14.1.

Table 14.1: Event Traffic Management Strategy update recommendations

Theme/Mode	Future Actions	Concert from which the action originates
Transport communications	Ensure that direct links are set up between Liverpool FC and relevant dispatch inspectors from Arriva and Stagecoach for future events so that event day changes to bus routing can be communicated to event goers and the general public.	Bon Jovi
	Merseytravel to seek to avoid post-event tunnel closures after future events and ensure that no closures are put on until at least 00:00 in the event that a clash is unavoidable.	Pink
Car parking	Liverpool FC to consider using St Domingo car park for pre-booked parking spaces depending on demand for future events. / Consider how the St Domingo site can be used more efficiently for future concerts to better support the overall event operation.	Take That / Bon Jovi
	Consider the use of additional Liverpool FC controlled car parks such as Anfield Junior School (c.230 spaces) for parking for events from next summer.	Pink
	Explore the feasibility to allow cars to come out of Stanley Park car park and turn right as well as left to help reduce westbound queues on Priory Road.	Pink
Drop off and pick up	Liverpool FC to review the size of Stanley Park car park drop off and pick up facility with a view to amending its size for concerts from next summer. Recommended that the size of the drop off area in Stanley Park car park is made significantly smaller for future events as a result of its underutilisation for the 3 concerts.	Take That / Pink
	Liverpool FC to work with stakeholders to consider the feasibility of keeping Priory Road open in both directions in the post event period.	Pink
Buses	Explore potential to use Priory Road and/or another location for drop off, layover and pick up for the city centre shuttle bus operations.	Pink
	Work with Stagecoach and/or other operators to ensure that the size of the city centre shuttle fleet can be increased to in excess of 20 vehicles, particularly post event where there are periods when 20 vehicles is not enough to ensure that there is always at least 1 vehicle loading passengers.	Pink
	Lighting on Dahlia Walk to be improved for future concerts to improve pedestrian safety and egress from the Stadium towards bus stops on Arkles Lane.	Pink
Rail and Concert Bus	Peoplesbus to introduce contactless payment technology on all Concert Bus vehicles. It is understood that this is a committed action.	Bon Jovi
	Maintain early arrival and loading of the Peoplesbus vehicles to Sandhills (pre 5:00PM) to help encourage earlier travel to Anfield Stadium and reduce bus passenger queue lengths at Sandhills.	Pink

	It is understood LCC is currently in the process of developing a junction improvement scheme for the Walton Lane/Spellow Lane junction, a junction that caused notable delays to shuttle bus movements across the three events. Maintain dialogue with LCC on the proposed scheme.	Pink
Coaches	Coach numbers to be monitored closely for each event to help determine whether a more suitable pick up and drop off location (possibly smaller but closer to the Stadium) can be identified for coaches as opposed to using Priory Road.	Bon Jovi
	Given the relatively low coach numbers across the three Summer 2019 concerts, explore potential to switch the locations for coaches and the city centre shuttle buses to provide more vehicle stacking and queue space for the 917 city centre shuttles on Priory Road. Liverpool FC to set up a working group to discuss this formally with key stakeholders.	Pink
Taxis	Need for more clear communication to event goers that the capacity of the taxi fleet is limited at the time of day that the events are finishing and that passengers need to leave the Stadium swiftly if looking to travel away from the Stadium by taxi.	Pink
	Need for further engagement with private hire taxis prior to future events to help understand their requirements and start dialogue to reduce the impacts of taxis on residential areas surrounding the Stadium.	Pink
Highway network and traffic Management	LCC are currently in the process of updating fixed VMS in the city and there may be opportunities for LCC and Liverpool FC to work together to locate new VMS at sites that would deliver messaging for future events and matchdays.	Pink
	Across the three Summer 2019 events, 'no waiting' cones either side of the central reservation had the best impact in terms of preventing drop off, parking and pick up on the Arkles Lane central reservation and should be used for future events.	Pink
	LCC have recommended that the Urban Traffic Control (UTC) is staffed for future events to respond to incidents or unforeseen delays on the highway network pre or post event.	Pink

15 Summary

15.1.1 The following bullet points summarise the key points from this document:

- The development proposals focus on the expansion of the Anfield Road Stand to provide an increase of c.7,000 seats, to be split roughly 5,200 for General Admission tickets and 1,800 for Hospitality tickets. This will take the Stadium capacity to c.61,000.
- In addition to the expansion Liverpool FC are seeking to obtain permanent permission for holding up to 12 events or concerts at the ground per annum.
- The scoping note was discussed and agreed with LCC with regards to how this TA would be approached.
- On match days the national and international nature of Liverpool FC's fan base means that many travel from outside the local area. This means that home matches at Anfield become a major occasion where supporters are prepared to travel significant distances and stay in Liverpool for much longer than just the duration of the match. This raises the importance of the City Centre as a key transport hub.
- Supporter surveys have shown that over the years since the Main Stand expansion in 2016, there has been a decline in private car use for travel to the Stadium, with a corresponding increase in the use of buses, walking and taxis. Car sharing is also prevalent with an average of 2.3 people per private car.
- Hospitality ticket holders tend to arrive earlier than general admission ticket holders, and stay later too, dissipating travel pressure.
- A review of existing mode splits and capacity on these modes to accommodate additional supporters on match days has led to a proposal for minimum and maximum future mode split targets. These targets are achievable in terms of mode capacity and through delivery of a proposed suite of interventions. The proposed interventions require phasing over the coming years to be fully embedded prior to the additional Stadium capacity being realised.
- The Match Day Transport Strategy is in place and reviewed on a regular basis by the Transport Working Group. It will be updated to reflect changes needed to accommodate the additional capacity at the Stadium and be constantly amended and reviewed through the TWG, remaining very much as a 'live' document.
- Discussion with key stakeholders as well as feedback from the public consultation have been used to identify intervention measures to improve the strategy and to accommodate the additional proposed capacity at the Stadium.
- The Marketing Strategy will be key to the success of the proposed interventions and to encourage greater use of public transport on match days.
- Monitoring of the effectiveness of the strategy would be via updated supporter travel surveys and discussion at the TWG.
- An Event Traffic Management Plan was prepared in 2019 for the events held that summer under the temporary permission. This is required to be reviewed annually. Monitoring at the three events in 2019 have provided recommendations for consideration as part of the next review.
- It is expected that each forthcoming event will require a bespoke Event Traffic Management Plan as has been the case previously. This means that proposals are tailored specifically to the anticipated audience type and on-the-day arrangements.

A. Appendix

- A.1 Supporter Survey Questions**
- A.2 Anfield Road Review**
- A.3 Letters of support from match day bus operators**
- A.4 ETMS (2019)**

A.1 Supporter Survey Questions

Interviewer Name and ID



Liverpool Football Club Travel Survey

Privacy Note and Fixture Confirmation

*Hello, I represent Watermelon Research, an independent market research agency. We are carrying out a short travel survey on behalf of **Liverpool Football Club** to help improve your overall stadium experience. Your opinion would be of great value to us.*

There are no right or wrong answers, and please be assured that the information collected from you will be treated completely confidentially. Your answers will be combined with information from other participants and only the total results will be used for market research reporting. I can confirm that Watermelon Research adheres to the Market Research Society code of conduct on Market, Opinion and Social Research and Data Analysis.

There is also certain information that I need to bring to your attention as a legal requirement, the information is in this privacy note which explains about the legal basis and the purposes for processing your personal data, as well as your rights under the new GDPR regulations (General Data Protection Regulation).

We will be asking you questions to understand how home supporters and corporate/hospitality members travel to Anfield Stadium on match days.

The survey will take approximately 5 minutes to complete and your participation is entirely voluntary.

As a thank you for taking part you can be entered into a prize draw to win 4 x Anfield VIP Experience Day tickets (non match day). *More information about the Anfield Experience can be found on the club's website.*

We will retain any personal contact details you provide for prize draw and quality control purposes only under ISO20252 / IQCS, and this data will be destroyed within 2 months.

If you are happy to consent with the interview, please specify below which fixture this survey relates to:
(tick one only)

- ☐ Brighton (Saturday 30th November 2019)
- ☐ Everton (Wednesday 4th December 2019)



Liverpool Football Club Travel Survey

Questions

Q1. At what time did you arrive in the vicinity of Anfield stadium? (24 HR)

Q2. Where did you start your journey to Anfield Stadium today? (Please tick one only)
If you have travelled into the UK from abroad today, please start your journey from where you arrived into the UK.

☐ Home

☐ Airport

☐ Work

☐ Hotel

☐ Ferry Terminal

☐ Other

If Other, please specify

Q3. How did you travel to Anfield Stadium today?

Starting with the first mode of transport you used, please tick all modes of transport you used from where you started your journey (in Q2) to when you arrived in the vicinity of the stadium. For example, if you only used 2 modes of transport, please leave the Mode 3-8 columns blank, if you only used 3 modes of transport, please leave the Mode 4-8 columns blank. (Please tick one in each column)

	Start of journey Mode 1st	Mode 2nd	Mode 3rd	Mode 4th	Mode 5th	Mode 6th	Mode 7th	Mode 8th
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car as Driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car as Passenger	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Taxi (including the Taxi One service)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus (excluding Soccer Bus)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Soccer bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coach	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mini Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you wish to be entered into the prize draw to win 4 x Anfield VIP Experience Day tickets (non-match day), please tick the adjacent box and enter your contact details below. ☐

In order to quality assure our research, we normally back check 10% of all interviews. This may involve a member of staff contacting you to check that this interview took place. You will also be given the opportunity to provide feedback. Please tick the box below if you are happy for us to contact you for this purpose and enter your details below. ☐

NAME

CONTACT DETAILS (telephone number or email address)

The following questions are about the mode of transport you used before walking to the vicinity of Anfield Stadium.

If you walked all the way to Anfield Stadium please go to Q9.

If you travelled by

- bicycle, motorcycle, coach or minibus before walking to Anfield Stadium, please go to Q9
- car, as a driver/passenger before walking to Anfield Stadium please answer Q4
- taxi before walking to Anfield Stadium please answer Q5
- bus before walking to Anfield Stadium, please answer Q6
- train before walking to Anfield Stadium, please answer Q7
- soccerbus before walking to Anfield Stadium, please answer Q8

CAR AS DRIVER/PASSENGER

Q4.a How many people, including the driver, were in the vehicle? (please enter number)

Q4.b Where was the vehicle parked? (Please tick one only)

- ☐ On-street ☐ Off-street car park in Liverpool city centre ☐ Off-street car park near Anfield Stadium
☐ I was dropped off

Go to Question Q9

TAXI

Q5.a How many passengers were in the taxi? Do not include the taxi driver (please enter number)

Q5.b Where did you get your taxi from? (Please tick one only)

- ☐ City Centre ☐ Elsewhere

Go to Question Q9

BUS

Q6.a Where did you get off the bus? (Please tick one only)

- ☐ Near Anfield Stadium ☐ City Centre ☐ Elsewhere

Q6.b. Which bus did you travel on? (Please tick one only) ☐ 917 Match day bus ☐ Other

Q6.c How many people were in the group travelling with you today? (please enter number)

Go to Question Q9

TRAIN

Q7.a Where did you get off the train? (Please tick one only)

- ☐ Lime Street Station ☐ Sandhills Station ☐ Kirkdale Station ☐ Other Station

Q7.b How many people were in the group travelling with you today? (please enter number)

Go to Question Q9

SOCCER BUS

Q8.a How many people were in the group travelling with you today? (please enter number)

Q9. What type of ticket do you have for today's match? (Please tick one only)

- ☐ Corporate / hospitality ticket
☐ Season ticket
☐ General admission ticket - purchased as a 'Member'
☐ General admission ticket - purchased as a 'Fan Club Card Holder'
☐ General admission ticket - purchased as through a supporters club
☐ General admission ticket - purchased another way

INTERVIEWER: Thank person for completing survey and complete prize draw and quality assurance boxes on front.

A.2 Anfield Road Review

Project:	Anfield Road Stand Expansion		
Our reference:	405238	Version	V2 (ISSUE)
Prepared by:	Caroline Sherratt / Hayley Palmer	Date:	05/03/2020
Approved by:	Dave Drury	Checked by:	Craig Hunter
Subject:	Anfield Road Design Development		

1 Introduction

Liverpool Football Club and Athletic Grounds Ltd (known as LFC) has appointed Mott MacDonald Ltd to provide transport advice to support the proposal to expand the existing Anfield Stadium in Liverpool, increasing capacity from c.54,000 to c.61,000 spectators in time for the start of the 2022/23 football season. The increase in capacity will be facilitated by the expansion of the existing Anfield Road Stand (ARS).

The footprint of the expansion will envelop the existing publicly adopted highway of Anfield Road as well as the existing Anfield Road car park and part of the existing Anfield Road fan zone. Initially, the existing adopted public highway between the existing automated bollards on Anfield Road either side of the Stadium was to be extinguished or 'stopped up' to make way for the expanded stand. As response to public consultation feedback, connectivity on Anfield Road for pedestrians, cyclists and vehicles will now be re-provided through the re-provision of Anfield Road as a private highway, to be routed around the expanded stand footprint. This will be accompanied by public realm improvements between the Stadium and the existing Stanley Park boundary.

The purpose of this technical note is to set out how the proposals for the new highway alignment has come about through the evolution of the design of the route. The note discusses two alignment options:

- 1. Option 1 (Smooth solution)** – The original re-routed solution which was designed to enable smooth movement of vehicles around the stand.
- 2. Option 2 (Angular solution)** – a more angular design as a result of feedback from the Places Matter review, and in response to improving the layout of the highway in relation to the surrounding public realm features.

Details of both of these are provided in Section 4. Option 1 has effectively evolved into Option 2 through a design evolution process, however this note considers both options to ensure that any key aspects have been taken into consideration in relation to safety, operation and management.

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

The note is set out in 4 sections following this introduction and includes:

- Section 2 - Baseline Conditions - Review of baseline conditions on Anfield Road;
- Section 3 - Anfield Road Planning Considerations - Evolution of Anfield Road design options;
- Section 4 - Design Options - Overview of design options;
- Section 5 – Highway Design Appraisal – Appraisal of the two designs and concluding comments; and
- Section 6 – Summary & Conclusions – A concise bulleted summary of key points and conclusions.
- Section 7 – The Designers Response to the key points raised in Section 6.

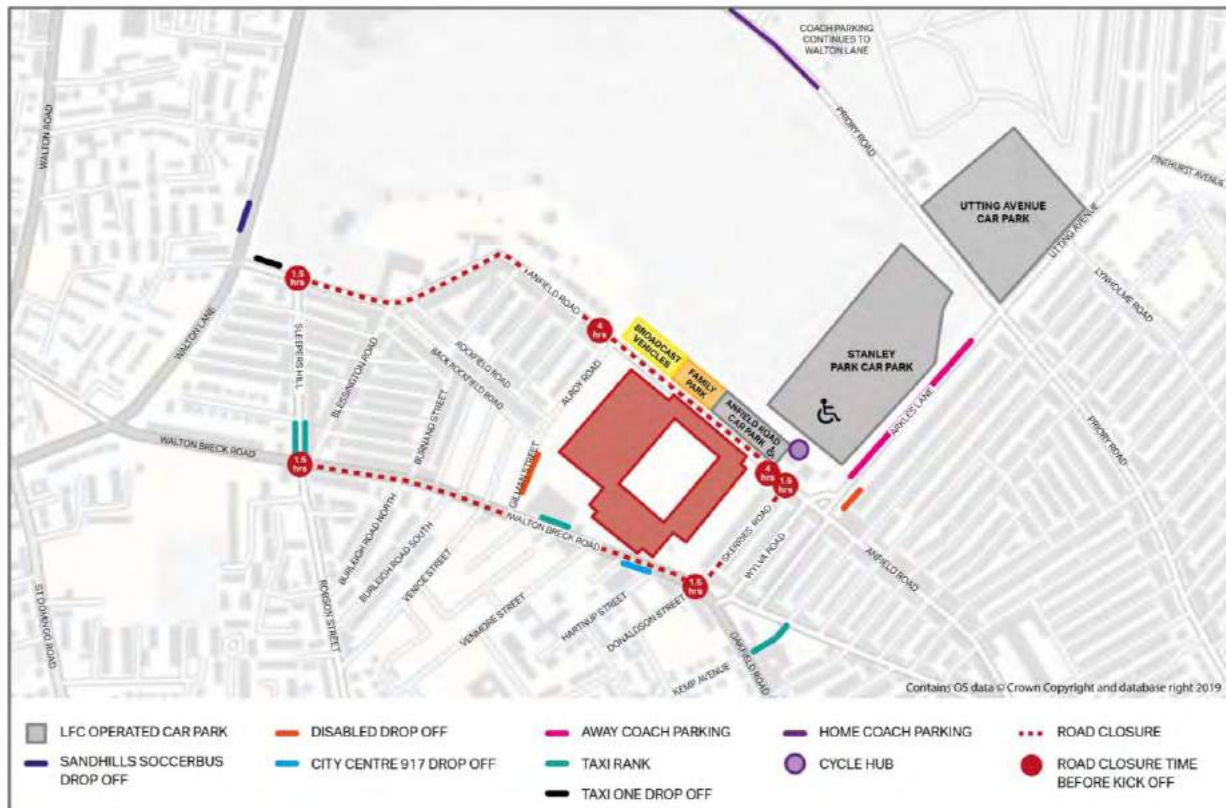
2 Baseline Conditions

2.1 Context and Function of Anfield Road

The existing Anfield Road public highway consists of a carriageway of approximately 7m width and two footways of approximate 2m width. The road is subject to traffic calming measures throughout its length with raised table junctions and speed humps. In the vicinity of Anfield Stadium, the existing Anfield Road highway is located between the existing Anfield Road Stand (to the south west) and the existing Anfield Road car park & fan zone (to the immediate north west). Further to the north west is Stanley Park, a public historic park maintained by Liverpool City Council (LCC).

For the vast majority of the year, on non-match days, Anfield Road functions as a residential distributor road, serving residential properties located between its junction with Walton Lane to the north west and Walton Breck Road to the south east. Indeed, between these points it forms junctions with some 23 residential streets.

On match days and event days at Anfield Stadium the function of the road changes; with automated bollards being implemented 4 hours before the start of the match or event to the east of the junction with Alroy Road and to the west of the junction with Skerries Road, effectively closing the stretch of highway adjacent to the stadium. This allows the creation of a pedestrianised space, to support the safe access and egress of supporters from the stadium. It is also closed to vehicular traffic either side of the bollards between its junction with Walton Lane and Arkles Lane in the pre (2.5 hours) and post-match (30 minutes) periods, with residents allowed access to the local streets if it is safe to do so (at the discretion of the traffic management company or police). The closure arrangements are illustrated in Figure 2.1.

Figure 2.1: Anfield Pre Match Transport Plan

Source: Liverpool Football Club

2.2 Traffic Surveys

To understand traffic volumes on Anfield Road, several traffic surveys have been undertaken.

- For a one-week period between 7th and 13th December 2019:
 - ANPR (Automatic Number Plate Recognition) to try to understand routes to/from and along Anfield Road in the vicinity of the stadium to understand local (originating/ ending in the immediate area) and through (traffic which travelled between Walton Breck Road and Walton Lane without stopping) movements.
 - ATC (Automatic Traffic Counts) to quantify the volume of through traffic, and how much traffic originated or was headed for the residential area it serves. These were located on Anfield Road, directly outside the Anfield Road Stand.
- An ATC was also in place for one week in November 2019 (18th – 24th November). This was positioned in the same location as the above.

The key findings from these surveys were as follows:

- Anfield Road is predominantly used by local residents or those with an origin or designation in the residential streets served by Anfield Road. ANPR surveys revealed that 90% of surveyed traffic was local and 10% was through traffic i.e. travelling directly between Walton Lane and Walton Breck Road.
- 7-day average weekday flow is 2,700 vehicles per day;
- 5-day average weekday flow is 2,800 vehicles per day;
- 10% of traffic is HGV;
- Average speed is 22.4mph and 85%ile speed is 28mph. Speed limit is 20mph.

2.3 Collision Analysis

To understand whether there are any safety issues existing on Anfield Road the Personal Injury Collision (PIC) data was obtained from LCC for the most recent 5-year period available January 2015 to December 2019, inclusive.

The data illustrates there have been no recorded collisions on Anfield Road in the vicinity of the Stadium for the 5-year period. The recorded collisions for the whole length of Anfield Road for the 5-year period include:

- 3 collisions at the junction of Anfield Road and Walton Lane (2 slight severity and 1 serious severity);
- 1 collision at the junction with Arkles Lane involving a pedestrian (slight severity); and
- 1 collision near Hornsey Road involving a pedestrian (slight severity).

Considering the collision frequency recorded on Anfield Road it is considered that there are no existing road safety issues present, and that the collision frequency is consistent with an urban residential area.

2.4 Traffic Regulation Orders and Adoption Status

The adopted limit of the Anfield Road public highway comprises the existing footways and carriageway. Away from this limit, land is privately owned and maintained as such. Parking on Anfield Road is controlled by Traffic Regulation Orders (TROs), the vast majority of the carriageway is subject to 'No Waiting at Any Time' double yellow lines (DYL's), and 'Residents Only' parking bays which prohibit public parking for 11 months of the year. Between these restrictions there is no public parking available on Anfield Road apart from a limited number of bays to the east of the Stadium in the vicinity of Lillian Road. In the immediate vicinity of the Stadium on street parking is entirely prohibited by waiting restrictions (DYL's).

3 Anfield Road Planning Considerations

LFC has undertaken a series of studies into design options for the expanded Anfield Road Stand (ARS). A key conclusion of these studies is that it is not possible to provide the additional seated capacity necessary as well as the required pedestrian circulation space outside without impacting on the existing alignment of the Anfield Road highway.

3.1.1 Planning History – Main Stand Expansion

As part of the planning permission granted to LFC in 2014 for expansion of the Main Stand (ref 14F/1262), planning permission was also granted in outline for the expansion of the ARS. This expansion would require the closure of Anfield Road to vehicles with no direct alternative route provided.

As the application was made in outline only it was not necessary to set out in detail the design of the pedestrian circulation space that would be required behind the expanded stand, nor the detail of whether this area would be private or adopted, become part of the public realm or any restrictions on access to this area. For the purpose of this 2014 application, no reserved matters planning application was progressed, and an application to the DfT to 'stop up' Anfield Road was not submitted. The outline planning permission relating to the ARS expansion lapsed in 2019.

3.1.2 Current planning proposals

In 2019, once the previous outline permission had lapsed, LFC commenced work on the preparation of a full planning application for the expansion of the ARS, with a target planning submission date of 30th March 2020. As part of this preparation, two rounds of public consultation were undertaken, firstly in November/December 2019 and secondly in February 2020.

For the first round of public consultation, the proposals were to stop up Anfield Road between the existing automated bollards, with no re-provision for vehicular movements (pedestrian and cyclist connectivity would however remain).

As part of feedback from this first round of consultation, LFC committed to re-providing the section of Anfield Road which is to be built upon, rather than stop up the route and severing the connection. This was presented at the second consultation event in February 2020. This will still require the stopping up of the current alignment upon which the expanded stand will sit, but a new route would be re-provided which wraps around the expanded stand footprint, maintaining a connection between either side. The design and alignment of this re-provided route is subject to review within this document.

A copy of the S247 stopping up plan is provided in the **Appendix** to show the section of road to be closed and the extents of the private section.

There would be the requirement for a temporary closure of the route (closed to all users) before the alternative route is available, during the construction period of the ARS. During this construction period, vehicles will be required to make use of alternative routes, and pedestrians and cyclists to use Dahlia Walk within Stanley Park which runs adjacent to Anfield Road.

3.1.3 Adopted Status

A key consideration of any new highway solution is whether the new space should become:

- part of the 'adopted highway network' i.e. a public or private road which is maintained by LCC and onto which the general public has unrestricted access; or
- a private road, i.e. privately owned, maintained and managed by LFC, who would permit access (on non-match and event days) for vehicles, pedestrians and cyclists (although a public right of way would not be dedicated).

The question of 'adopted' or 'private' raises a number of important issues for consideration by LFC the most pertinent being:

- A publicly adopted highway must be designed to 'standard' specifications in order to be maintainable by LCC. Accordingly, high specification materials and bespoke design layouts would not be permitted on an adopted highway; and
- Responsibility for the cost of maintaining a private road would rest with LFC.

Taking these issues into consideration LFC has decided that a private road would enable implementation of a bespoke high-quality design, using a broad pallet of materials. Furthermore- on match days / major event days LFC would not need to request permission to restrict access to Anfield Road although it would of course consult on any future closures and notify LCC well in advance.

4 Design Options

Following confirmation that the highway would be re-provided as a private road, work was undertaken to determine how the alignment of the route would fit around the footprint of the stand, and to start to define the characteristics of the road.

Based on the optioneering and considerations previously noted, LFC tabled a proposed hereby called Option 1 (Smooth Solution) which was reviewed by the Places Matter Review Panel. Following the design review a revised layout is now proposed 'Option 2 (Angular Solution)'. In this section a broad overview of both of these options is provided with an appraisal in Section 5.

4.1 Option 1 (Smooth Solution)

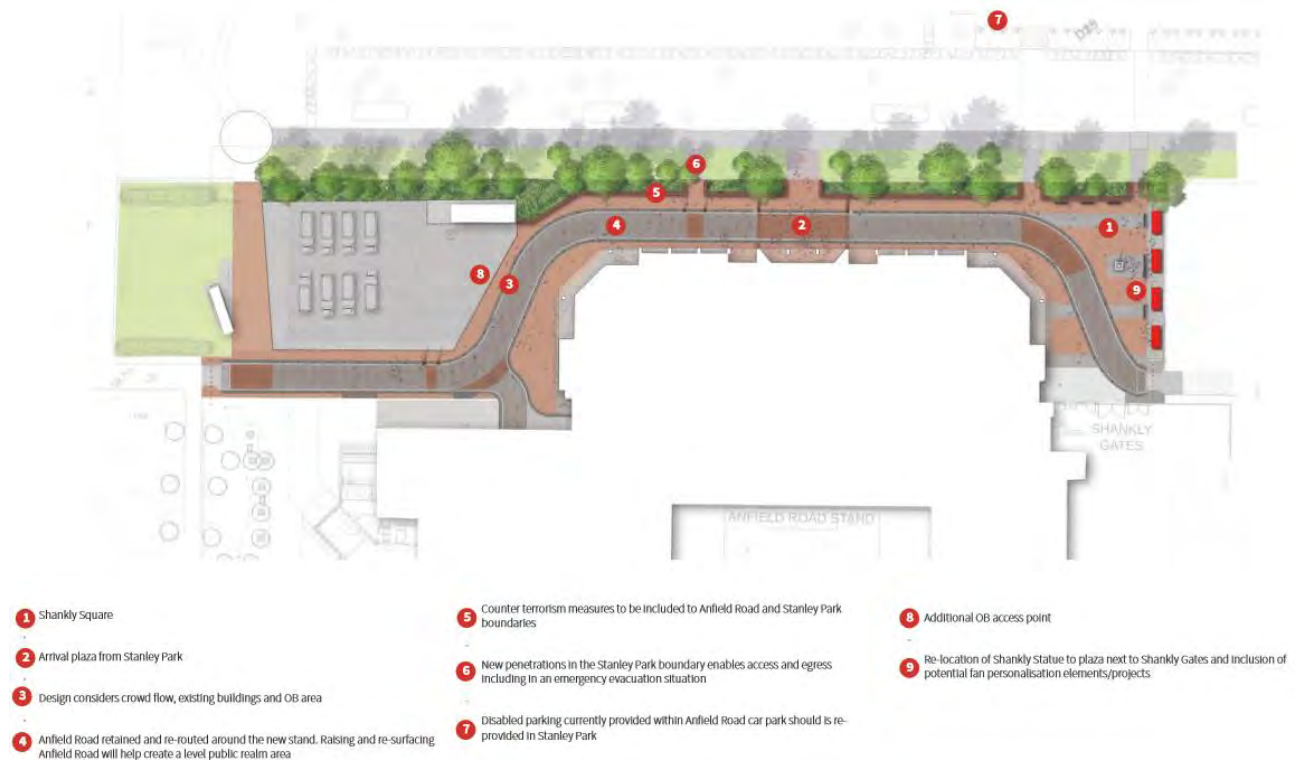
This option was developed with a highway engineering focus, considering the alignment of the road to enable swift and easy passage of two-way vehicles around the expanded stand. As such, the alignment was smooth, with corners relaxed where possible, reducing turning movements.

Highway Layout Aspiration: 'Smooth' carriageway arrangement, with provision of 6.5m carriageway and 2.5m wide footways. Maintain vehicle access for local users, emergency services, LFC service vehicles and Outside Broadcasting vehicles.

Public Realm Aspiration: The aim is to provide a public realm shared space ethos with a flush kerb solution whilst maintaining segregation of users on non-match days. During match days, aim to provide unimpeded and safe movement of fans around the stand (removal of trips and falls) and maximising match day experience.

Some key aspects of this design are:

- Delineated carriageway separate to the footway. No raised kerb delineation;
- Wider public realm created through material changes;
- On non-match days removable bollards will provide further delineation of the carriageway. These will be removed during periods of road closure on match and event days to maximise pedestrian circulation space;
- Fully compliant highway alignment (Manual for Streets) 6.5m carriageway and 2.5m wide footways. Sufficient width for two LGVs to pass each other. HGVs and coaches would not allow two-way traffic around corners but could wait to pass on the straighter sections of the route (which is commonplace across the UK where alignments are not straight). However, HGV and Coach traffic is relatively infrequent;
- Creation of a match day perimeter concourse facilitating necessary crowd movement and emergency evacuation;
- Creation of new access points through the boundary with Stanley Park to aid crowd movement; and
- Reconfiguration of the outside broadcast unit (OBU) area.

Figure 4.1: Option 1 Layout

Source: Planit

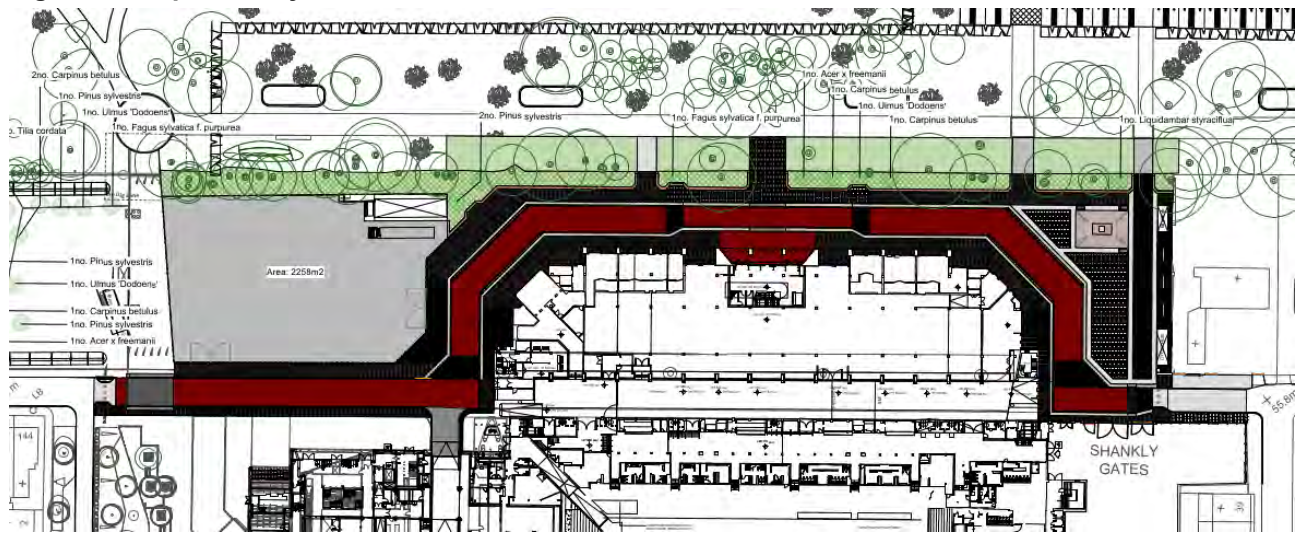
4.1.1 Places Matter Review

The Places Matter Panel reviewed the Option 1 proposals with the following comments:

- The kerb – free delineation of the carriageway is supported;
- Exclude vehicles whenever possible from the new public realm – the focus has to be on people and placemaking;
- The priority must be to create an elegant solution to the new places which are defining, that put people and placemaking at the heart of your design and do not seek to prioritise vehicles in any way;
- The proposed alignment of the new vehicle access route is seeking to make it too easy for people to drive around the stand, when you should really be discouraging traffic. You are encouraged to go down the 'non-adopted' route here and explore the best solutions to placemaking; and
- If you do have to include vehicle access then this should be on an orthogonal geometry that hugs the stadium edge and allows for the pedestrian areas to be maximised. Remember, that during the two years or so of construction, vehicles will find alternative routes, so don't be in any hurry to bring them back into these new spaces.

4.2 Option 2 (Angular Solution)

Following the Places Matter Panel Review, Option 1 was revised to form the current proposal Option 2. This alignment is more public realm focussed, with more angular corners and less of a 'highway feel' to the road.

Figure 4.2: Option 2 layout

Source: Planit

Highway Layout Aspiration: 'Sharp' carriageway, a 'non-standard' road layout is proposed to necessitate slower driving speeds, which would deter through traffic from the area seeking a more expedite route. Proposed geometry of carriageway layout aims to make the vehicular route less visually dominant. Maintain vehicle access for local users, emergency services, LFC service vehicles and outside broadcasting vehicles.

Public Realm Aspiration: The aim is to provide a public realm shared space ethos with a predominantly flush kerb solution whilst maintaining segregation of users on non-match days. During match days, aim to provide unimpeded and safe movement of fans around the stand (removal of trips and falls) and maximising match day experience. Design to enhance experience and safety of pedestrians and deter motorists from travelling at speed. Design also to detract motorists from using the new section of road as a through road.

The key change in highway terms is the proposed new 'angular' route for traffic on Anfield Road. This will not only satisfy the urban design related comments from Places Matter Panel but result in a different type of driver behaviour as drivers react positively to the non-highway dominated layout. This would work on both a match and non-match day. The 'non-standard' road layout will necessitate slower driving speeds, which would deter through traffic from the area seeking a more expedite route. The width of the proposed carriageway varies between 6.1m and 6.58m, narrowing to 4.59m on the straight outside the Arrivals Plaza, with a minimum of a 2m footway all the way around.

Flush kerbs are proposed for the section of carriageway which begins to wrap around the stand, with the carriageway delineated by contrasting materials and bollards or totems to demark the edge of the carriageway. It is proposed to have a transition area where the angular turn is required from the existing alignment of Anfield Road. Prior to the transition areas, on the existing alignment, the carriageway will have a full kerb height to separate the carriageway and footways.

Additionally, comments from the operations team and in consultation with the LCC accessibility officer have proposed Option 2 has a series of totems in position instead of removable bollards.

Option 2 forms the preferred option to take forward for further design refinement.

5 Highway Design Appraisal

In this section, an appraisal of both layouts is provided on key themes. Where there are differences between Option 1 and Option 2 these are drawn out.

5.1 Highway Function

It is clear that Option 2 fully meets with the comments received from the Places Matter Review Panel. The angular 'non-standard' layout will discourage through traffic from the area. In this way the layout should deter traffic from the area as desired by the panel in the interest of placemaking. Option 1 by comparison, whilst providing a more ideal highway solution would encourage use of the route, and enable vehicles to travel to much faster speeds than are desired.

The flush layout with no raised kerbs (applicable to both options) will facilitate ease of pedestrian movement through the new public realm, particularly on match days.

The shape of the road, in terms of its requirement to 'bend' around the stand presents restrictions for vehicles to pass two-way, particularly larger vehicles such as HGVs and Coaches. Two way passage of these vehicles would not be possible on the bends of Option 2 and be tight on Option 1.

A tracking exercise has been undertaken to understand the envelope required by vehicles to manoeuvre around the alignment for both options. Whilst Option 2 is the tighter of the options in terms of vehicle movement space, tracking of vehicles around the Option 2 layout provided similar results to that of Option 1, it is able to accommodate two way car and LGV traffic with HGV and coach traffic needing to give way around the corners. Plans of these are provided in **Appendix A**.

5.2 Highway Ownership

The new road will be privately managed at LFC's expense. The distinct benefits of this in terms of the design of the road are:

- Use of high-quality materials and bespoke designs that would not be permitted on an adopted highway; and
- The ability to have a design which is a departure from standard in terms of its layout and functionality when compared with requirements for adopted highways. This includes the ability to provide a more pedestrian friendly, level space, which supports match day pedestrian movement to, from and around the stadium, as well as non-match day pedestrian use and enjoyment of the surrounding public realm.

It should also be recognised that there are specific issues resulting from the 'non-adopted' status that must be managed in the long term by LFC:

- LFC will be responsible for any parking enforcement action - for example should vehicles park within the public realm area whether on the carriageway or wider footway area, LFC will be responsible for any enforcement action or removal of the vehicle. This responsibility will not fall onto LCC;
- As the body responsible for maintenance on this accessible route, LFC will be ultimately responsible for any claims made citing road design as a factor for road collisions at the site; and
- LFC will be responsible for the maintenance, removal and re-installation of any carriageway bollards as long as the proposed public realm operates in its current form.

5.3 Operation and Maintenance

LFC will be responsible for the operation and maintenance of the road including any repairs required to the surface to ensure it remains safe and fit for purpose. Should the route fall into a state of disrepair so that

LCC deems it dangerous, LCC has the legal power to force LFC into undertaking any reasonable remedial works.

LFC will maintain control of timings of the road closure and the ability to restrict access when necessary (however a S106 agreement will limit when this is permitted, restricting this to match days and in the event of an emergency).

5.3.1 Parking

Parking enforcement will need to be implemented by LFC or on their behalf by a private parking management company to prevent vehicles parking in the area, causing an obstruction. As the road will be private, a TRO would not be able to be implemented and the local highway authority would have no jurisdiction to carry out any parking enforcement. This could also potentially disrupt match day proceedings if a parked vehicle is abandoned in the area. The positioning of signs at either end of the road would advise drivers that private parking management is in place.

5.3.2 Rights of way

LFC does not intend to dedicate any public rights of way for either Option.

5.4 Road Safety Review

A Road Safety Review of the concept drawings for both Option 1 and Option 2 has been undertaken.

It is important to note that an assessment of street lighting and drainage is outside the scope of the Road Safety Review at this stage.

It is advised that consideration is given to the road safety matters identified as part of this review as the scheme is progressed to detailed design. A Road Safety Audit of the scheme's detailed design layout should be carried out.

The following provides a breakdown of the road safety review undertaken for each concept design option.

5.4.1 Option 1

Road safety considerations relevant to the concept design for Option 1 are provided in **Table 1**.

Table 1: Safety Review Option 1

	Road Safety Comments	Road Safety Considerations
Footway / Carriageway materials	Proposals show a mixture of different coloured surfacing for different areas / zones within the scheme. A mixture of different colours and materials and inconsistency could be confusing to users.	<p>It is noted that the placement and distribution of materials will be subject to ongoing design development. The number of different colours and different materials should be rationalised, and a consistent approach should be adopted along the scheme to eliminate confusion for road users.</p> <p>Cyclist safety should also be considered when determining placement of materials to minimise the risk of loss of control where carriageway materials change, particularly if the surface material becomes slippery when wet.</p> <p>Although the scheme aims to segregate the carriageway and footway, the footway material should be robust to allow for vehicles which may overrun the footway as a result of the footway and carriageway being the same level. If the footway material is not robust, damage to footways caused by vehicles overrunning could lead to pedestrian trips and falls.</p>
Flush surface arrangement	Flush kerbs in a high colour contrast are proposed with hazard warning paving and markers running parallel to flush kerbs throughout the public realm area.	<p>Although flush kerbs are proposed, the scheme is not a fully shared space scheme. It is proposed to segregate the carriageway from the footway therefore hazard warning paving is required in order to highlight the presence of the carriageway to visually impaired pedestrians.</p> <p>High colour contrast kerbs, as proposed, highlight the footway / carriageway boundary, for partially sighted pedestrians.</p> <p>Within the scheme extents it is proposed to have a transition area between the carriageway with full kerb height and the carriageway / footway section with flush</p>

	Road Safety Comments	Road Safety Considerations
		<p>kerbs. The gradient of the transition section should be suitable for cyclists.</p> <p>Proposed markers and bollards should be provided in a contrast colour to the footway surface for visually impaired users.</p>
Designated pedestrian crossing points	Proposals do not seem to include any designated crossing points within the scheme extents for visually impaired pedestrians.	Consideration should be given to the provision of designated crossing points for visually impaired pedestrians, with the introduction of tactile paving to indicate safe crossing locations, for use particularly on non-match days.
Carriageway / Footway widths	<p>The width of the proposed carriageway complies with Manual for Streets, providing sufficient width for two-way movements of HGV's on the straight section.</p> <p>Vehicle tracking illustrates the new road will be sufficient width for two LGVs to pass each other on the bends however the curvature of the road does not allow two-way traffic movement of HGV's and Coaches.</p> <p>Vehicle tracking of the vehicles entering and exiting the OBU area illustrates large vehicles can manoeuvre along the new section of highway and in and out of the parking area safely.</p>	<p>Manual for Streets (MfS) recommends carriageway widths should be appropriate for the particular context and uses of the street. Key factors to take into account include;</p> <ul style="list-style-type: none"> • the volume of vehicular traffic and pedestrian activity; • the traffic composition; • the demarcation between carriageway and footway; and • Whether parking is to take place and the level of parking enforcement. <p>Although the proposed carriageway width only allows for one-way traffic movements for HGV's and coaches, due to the nature of the proposed road, volumes of HGV traffic is anticipated to be low. It is understood that access for coaches and OBU vehicles will be managed by LFC traffic management stewards in the lead up to and on match days.</p> <p>Consistent width footways around the perimeter of the stand provides safe passage of pedestrians during non-match days when the road is operation.</p>
Design Speed	The residential roads in the surrounding residential area are generally subject to a 20 mph speed limit.	The design speed recommended for residential areas is 20 mph or less. Due to the nature of the proposed road it is recommended that a speed limit of 10 mph should be implemented at either end of the scheme to maximise pedestrian

	Road Safety Comments	Road Safety Considerations
		<p>safety on non-match days and to also enhance the public realm, shared space ethos of the scheme. Reducing the speed limit will make the road less appealing for through traffic.</p> <p>A 10 mph advisory speed limit should be signed as at the gateways, either end of the new section of Anfield Road (private section of highway).</p> <p>Reducing the speed limit below 20mph will improve the Stopping Sight Distance (SSD) for vehicles travelling along the new section of Anfield Road.</p>
Carriageway arrangement	Smooth carriageway arrangement enables easy transition for vehicles, however, could lead to a sense that vehicle movements are dominant.	Since the scheme aims to allow for greater pedestrian movement during match days and non-match days the street design should encourage a change in mindset of motorists. Designing the road space so that it is less appealing for vehicles will reduce the volumes of traffic using the route and therefore maximise safety for pedestrians utilising the public realm space.
Visibility	<p>The proposed road follows the footprint of the stand extension however, visibility does not appear restricted by the building line.</p> <p>The proposals illustrate street furniture is minimal and located away from the vehicle and pedestrian passage along Anfield Road, therefore not impacting on visibility for pedestrians or motorists. Similarly, vegetation within the scheme extents is set back from vehicle and pedestrian visibility lines.</p> <p>It is not shown on the proposals how the OBU area will be cordoned off. High and/or opaque fencing could potentially restrict visibility.</p>	<p>Further developments of the scheme design should ensure street furniture does not affect visibility, including locations of planting/ vegetation, street furniture.</p> <p>Measures to cordon the OBU area should not impede visibility for vehicles entering/ exiting.</p>

	Road Safety Comments	Road Safety Considerations
	<p>Parked vehicles</p> <p>It is not known how parking along Anfield Road will be restricted or enforced. Parked vehicles along Anfield Road could potentially affect visibility sightlines and create obstructions to vehicle flow and access. Motorists may drive on the footway to negotiate parked vehicles, posing a risk to pedestrians.</p>	<p>Parked vehicles</p> <p>Consideration to parking restrictions and enforcement within the scheme extents is required in order to ensure parked vehicles do not impede visibility and access that may compromise pedestrian safety during match days and non-match days.</p>

5.4.2 Option 2

Road safety considerations relevant to the concept design for Option 2 are provided in **Table 2**.

Table 2: Safety Review Option 2

	Road Safety Comments	Road Safety Considerations
Footway / Carriageway materials	Proposals show a mixture of different coloured surfacing for different areas / zones within the scheme. The latest drawings for the scheme indicate there are different material / material colours proposed for different sections of carriageway and footway. A mixture of different colours and materials and inconsistency could be confusing to users.	<p>It is noted that the placement and distribution of materials will be subject to ongoing design development. The number of different colours and different materials should be rationalised, and a consistent approach should be adopted along the scheme to eliminate confusion for road users. Footways should be laid in the same material throughout the scheme to aid pedestrians, particularly visually impaired pedestrians.</p> <p>Cyclist safety should also be considered when determining placement of materials to minimise the risk of loss of control where carriageway materials change, particularly if the surface material becomes slippery when wet.</p> <p>Although the scheme aims to segregate the carriageway and footway, the footway material should be robust to allow for vehicles who may overrun the footway as a result of the footway and carriageway being the same level. If the footway material is not robust, damage to footways caused by vehicles overrunning could lead to pedestrian trips and falls.</p>
Street furniture	Totems / bollards are proposed at various points within the scheme extents.	Should Totems be introduced they should be in a contrasting colour to the carriageway / footway surface so that can be seen by visually impaired pedestrians. They should also be of a sufficient height (3-3.5m) so that they are clearly visible in crowds during match days. The position of Totems should be considered carefully so as not to cause an obstruction to passing vehicles or an obstruction to visibility.

<p>Flush surface arrangement</p>	<p>Flush kerbs in a high colour contrast are proposed with hazard warning paving and markers running parallel to flush kerbs throughout public realm area.</p>	<p>Although flush kerbs are proposed, the scheme is not a fully shared space scheme. It is proposed to segregate the carriageway from the footway therefore hazard warning paving is required in order to highlight the presence of a carriageway to visually impaired pedestrians.</p> <p>High colour contrast kerbs, as proposed, highlight the footway / carriageway boundary, for partially sighted pedestrians.</p> <p>Within the scheme extents it is proposed to have a transition area between the carriageway with full kerb height and the carriageway / footway section with flush kerbs. The gradient of the transition sections should be suitable for cyclists.</p>
<p>Designated pedestrian crossing points</p>	<p>Proposals do not seem to include any designated crossing points on Anfield Road for visually impaired pedestrians.</p>	<p>Consideration should be given to the provision of designated crossing points for visually impaired pedestrians, with the introduction of tactile paving to indicate safe crossing points, for use particularly on non-match days.</p>
<p>Carriageway / footway width</p>	<p>The width of the proposed carriageway varies between 6.1m and 6.58m, narrowing to 4.59m on the straight outside the Arrivals Plaza. Vehicle tracking illustrates the new road will be sufficient width for two LGVs to pass each other however the angle of the bends does not allow two-way traffic movement of HGV's and Coaches.</p> <p>The footway width varies throughout the scheme. Inconsistency in the footway width, particularly within the south-eastern extents of the scheme may lead to pedestrian confusion and result in pedestrians walking in the carriageway.</p>	<p>Street design should encourage a change in mindset of driver. The concept design for sharper angles on the bends, will influence drivers using the road. The design makes the road space less attractive, therefore the number of vehicles using the route should be minimal, maximising safety for other road users.</p> <p>The proposed footway around the perimeter of the stand footprint should be consistent and of sufficient width to accommodation pedestrians during non-match days. Where sections of footway end, appropriate crossing points with tactiles should be provided, directing pedestrian to an alternative pedestrian route.</p>

<p>Carriageway arrangement</p>	<p>Sharper angles are proposed for the new road section around the expanded stand in order to influence driver behaviour and reduce vehicle speed.</p> <p>Vehicle tracking of the vehicles entering and exiting the OBU area illustrates large vehicles can manoeuvre along the new section of highway and in and out of the parking area safety.</p>	<p>The proposed sharper angles will influence the speed at which vehicles travel along the section of road. Longer journey times and a less direct route will deter motorists from using the road as a through route, therefore reducing the volume of movements along the road and improving safety for pedestrians and cyclists in the area outside the extended stand.</p> <p>The positioning of the proposed Totem's have considered the vehicle tracking of larger vehicles to ensure they are located in areas where they are likely to be hit.</p>
<p>Narrow mid-section</p>	<p>It is proposed to narrow the carriageway on the straight section to 6.5m, directly adjacent to the Arrival Plaza.</p>	<p>Although the narrowed section of road would act as a traffic calming feature, it is considered it is not essential if the speed limit be reduced and other features are in place, such as the angled road layout. Narrowing the road may create a pinch point whereby larger vehicles are not able to pass one another. This may lead to vehicles running over the footway section, potentially damaging the footway and also presenting a safety concern for pedestrians.</p>
<p>Design Speed</p>	<p>The residential roads in the surrounding residential area are generally subject to a 20 mph speed limit.</p>	<p>The design speed recommended for residential areas is 20 mph or less. Due to the nature of the proposed road it is recommended that a speed limit of 10 mph should be implemented at either end of the scheme to maximise pedestrian safety on non-match days and to also enhance the public realm, shared space ethos of the scheme. Reducing the speed limit will make the road less appealing for through traffic.</p> <p>A 10 mph advisory speed limit should be signed as at the gateways, either end of the new section of Anfield Road (private section of highway).</p> <p>Reducing the speed limit below 20mph will improve the Stopping Sight Distance (SSD) for vehicles travelling along the new section of Anfield Road.</p>

<p>Visibility</p>	<p>The proposed road follows the footprint of the stand extension however, visibility does not appear restricted by the building line.</p> <p>The proposals illustrate street furniture is minimal and located away from the vehicle and pedestrian passage along Anfield Road, therefore not impacting on visibility for pedestrians or motorists. Similarly, vegetation within the scheme extents is set back from vehicle and pedestrian visibility lines.</p> <p>It is not shown on the proposals how the OBU area will be cordoned off. High and/or opaque fencing could potentially restrict visibility.</p>	<p>Further developments of the scheme design should ensure street furniture does not affect visibility, including locations of planting/ vegetation, street furniture. The position of proposed Totems should not impede forward visibility for road users.</p> <p>Measures to cordon the OBU area should not impede visibility for vehicles entering/ exiting.</p>
<p>Parked vehicles</p>	<p>It is not known how parking along Anfield Road will be restricted or enforced. Parked vehicles along Anfield Road could potentially affect visibility sightlines and create obstructions to vehicle flow and access. Motorists may drive on the footway to negotiate parked vehicles, posing a risk to pedestrians.</p>	<p>Consideration to parking restrictions and enforcement within the scheme extents is required in order to ensure parked vehicles do not impede visibility and access that may compromise pedestrian safety during match days and non-match days.</p>

5.4.3 Road Safety Review Summary

The Road Safety Review has considered both Option 1 and Option 2, and it can be seen that a number of the comments raised are applicable to both options. The angular design of Option 2 is more likely to support slower traffic speeds and require more considerate driving than Option 1, which will ultimately improve the safety of other users of the wider public realm space.

6 Summary

6.1 Summary

This note has provided a summary of the design evolution undertaken to progress Option 1 into Option 2. It has also provided a Road Safety Review of both options to demonstrate that the proposed option (option 2) is not considered unsafe in comparison to Option 1 but that for both options, considerations need to be factored into any further design evolution. The following bullets summarise the key points of this report:

- Following public consultation feedback, LFC committed to re-providing Anfield Road as a through route rather than simply stopping up the existing alignment and providing no opportunity for through vehicle movements.
- The section of highway to be stopped up via a S247 application sits between the existing automated bollards on Anfield Road (i.e. the section between the bollards east of Alroy Road and west of Skerries Road).
- The section would be temporarily closed during the construction period to enable construction of the expanded ARS.
- The new section of highway will be a private road, i.e. privately owned, maintained and managed by LFC, who would permit access (on non-match and event days) for vehicles, pedestrians and cyclists (although a public right of way would not be dedicated).
- LFC has decided that a private road would enable implementation of a bespoke high-quality design, using a broad pallet of materials.
- Closure of the road will be limited through a S106 agreement to match days, periods of maintenance and repair and emergencies.
- Option 1 evolved into Option 2 following feedback from the Places Matter Panel review and discussions with the LCC Accessibility Officer.
- Option 2 is the preferred option to be taken forwards for further refinement as a result of findings in this note, as well as further discussions with the LFC operations team, LCC Highways and stakeholder groups.
- The design of Option 2 will encourage lower driving speeds to minimising safety concerns and provide better opportunity for vehicles to pass.
- A range of recommendations were raised as part of a road safety review to consider as the design is refined.
- A Road Safety Audit should be undertaken once the design reached detailed design stage.

6.2 Conclusions

Key items to consider in design refinement include:

- The number of different colours and different materials should be rationalised, and a consistent approach should be adopted along the scheme to eliminate confusion for road users.
- Cyclist safety should also be considered when determining placement of materials to minimise the risk of loss of control where carriageway materials change, particularly if the surface material becomes slippery when wet.
- The footway material should be robust to allow for vehicles which may overrun the footway.

- Totems should be in a contrasting colour to the carriageway / footway surface so that can be seen by visually impaired pedestrians. They should also be of a sufficient height (3-3.5m) to be easily visible in a crowd.
- The gradient of the transition sections should be suitable for cyclists.
- Consideration should be given to the provision of designated crossing points for visually impaired pedestrians, with the introduction of tactile paving to indicate safe crossing points, for use particularly on non-match days.
- Where sections of footway end, appropriate crossing points with tactiles should be provided, directing pedestrian to an alternative pedestrian route.
- Narrowing the road outside the Arrivals Plaza may create a pinch point whereby larger vehicles are not able to pass one another, with their passing limited to this straight section. This may lead to vehicles running over the footway section, potentially damaging the footway and also presenting a safety concern for pedestrians.
- A 10 mph advisory speed limit should be signed as at the gateways, either end of the new section of Anfield Road (private section of highway).
- Consideration to parking restrictions and enforcement within the scheme extents is required in order to ensure parked vehicles do not impede visibility and access that may compromise pedestrian safety during match days and non-match days. This should take the form of signage. Enforcement could be via a private parking management company or undertaken by LFC themselves.
- Street lighting and drainage will require consideration, and are outside the scope of this assessment.

7 Designers Response

The recommendations above were shared with the design team and the following feedback has been provided, together with updates from recent meetings with various accessibility groups.

- **Rationalising of colours/materials** - this has been undertaken to ensure that the pedestrian areas are wholly grey (apart from the small area of red paving around the future statue position).
- **Cyclist (and pedestrian) safety at material changes and during wet conditions** - all materials will conform to the relevant BS standards. The access groups also mentioned material selection in wet and dry conditions.
- **Robustness of footway materials to allow for over run** – it has been assumed that all materials implemented will enable some vehicular overrun (though the aim is to minimise this through bollards, lighting columns etc.). This is particularly relevant when considering the cross movement of event/concert vehicles from the park to the stadium environment.
- **Totems** - These will be large (likely to be two sizes) and will have a strong visual contrast. The access groups all liked the introduction of these elements as they felt they would disrupt vehicular movement and favour the pedestrian, as well as providing elements of placemaking.
- **Transition gradients** – These will be reviewed and suitable for all road users.
- **Designated crossing points** - there are currently 3 designated crossing points in the scheme - one at either end of Anfield Road and one centrally to the new stand. They will have the requisite extents of tactile paving (in a buff colour to conform to design standards). Tactiles will be / have been added to all points where footpaths end/change
- **Narrowing of the road to the arrival plaza** - All the access groups like this design feature because they felt it would be much easier for them to negotiate, being narrower than the rest of the road. They felt it

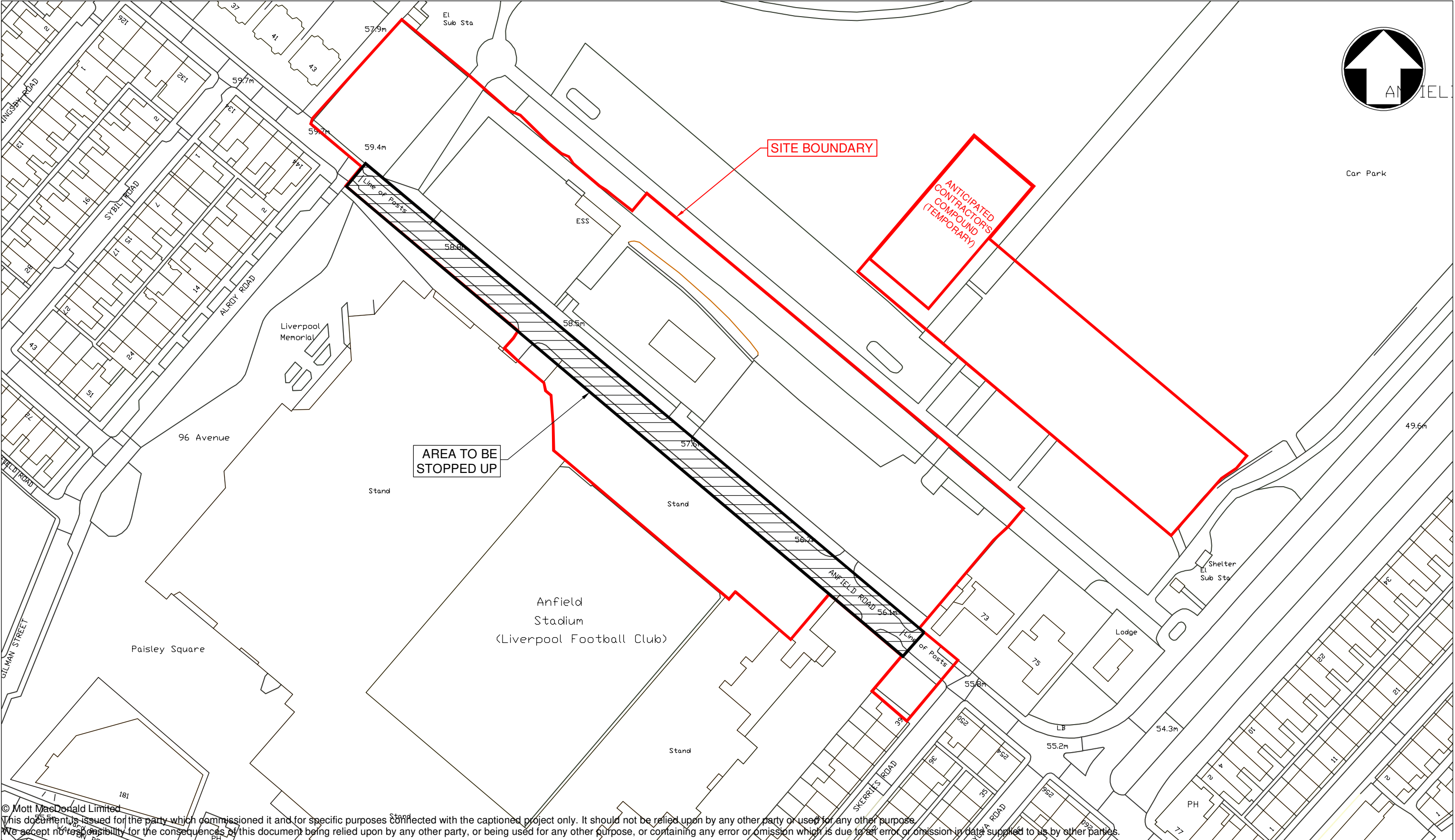
encouraged vehicles to travel even slower and perhaps give way to oncoming vehicles - effectively making it a single lane of traffic. In particular the blind groups felt that this would be helpful to them.

- **Speed limit** - A 10mph advisory speed limit was welcomed by all.
- **Parking restrictions and control** - this was also raised by the access groups, alongside ongoing maintenance. LFC are reviewing management arrangements for this.
- **Street lighting** - the access groups all asked for the lighting columns to be placed behind the flush kerb (not to the back of the footway) as this would provide them with greater security/safety measures, provide visual clues to establish the edge of the road and discourage vehicular overrun. It would also aid both guide dog users and long cane users who are more likely to use the building line or wall to the park edge to navigate the space. Lighting columns interfere with this.

The design of the highway is an evolving process and it is expected that further refinements will be undertaken as part of the finalisation process.

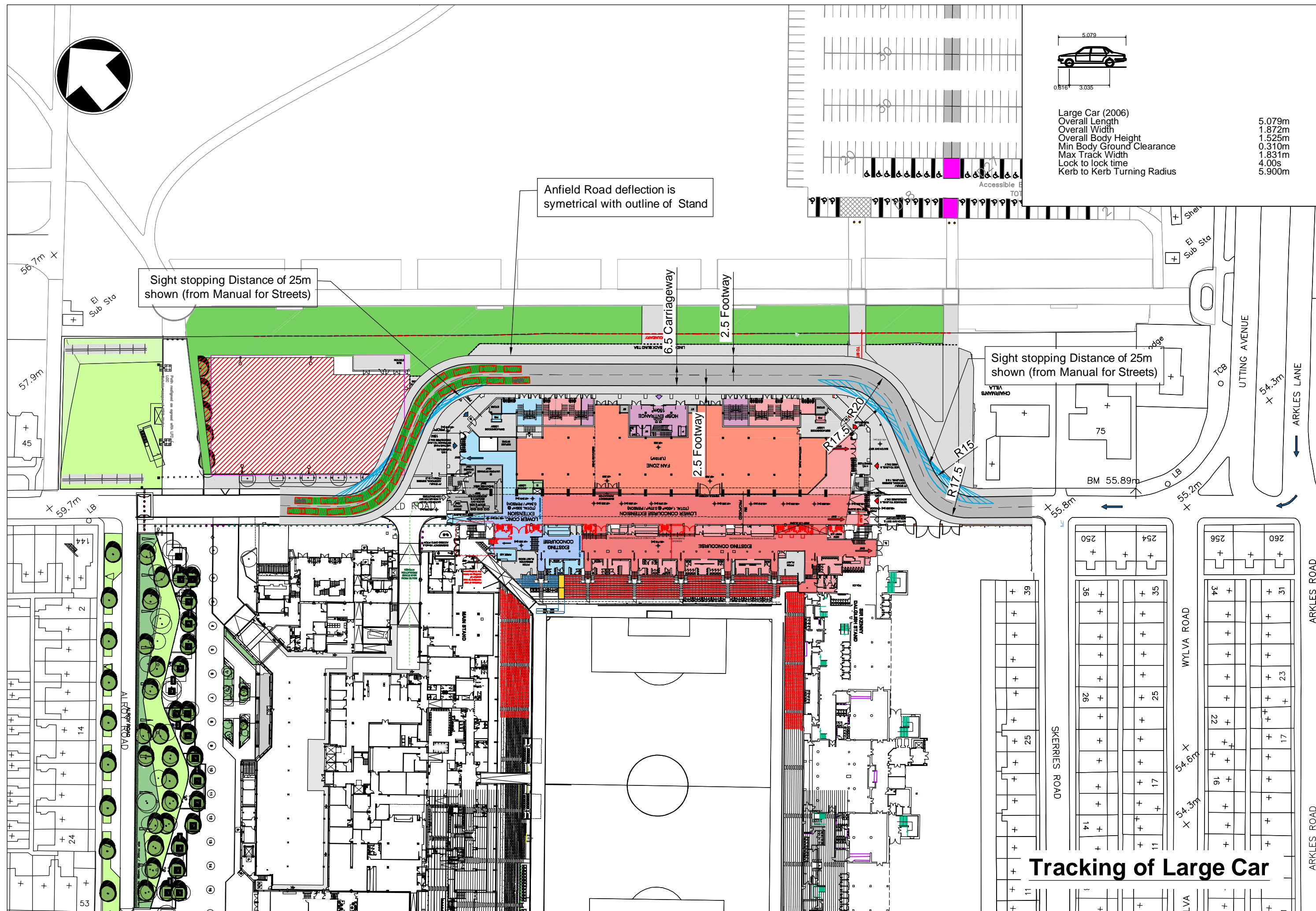
Appendix A

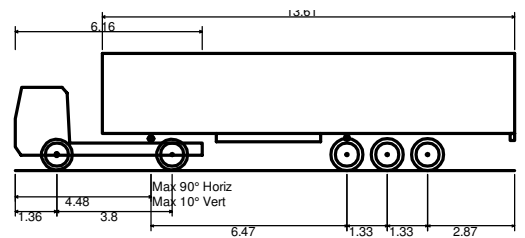
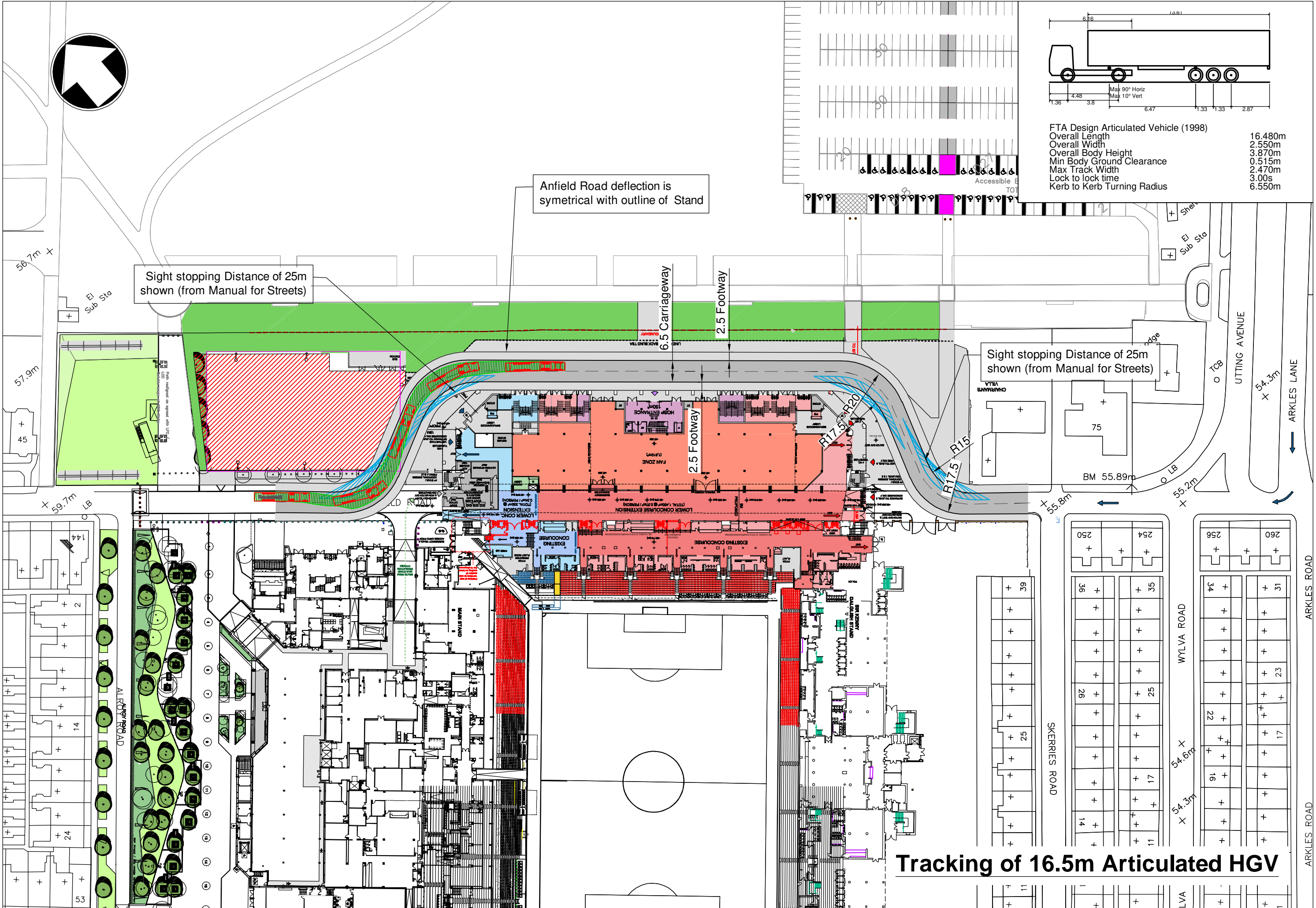
- S247 Plan
- Tracking of Option 1 for a car, HGV, refuse vehicle and coach
- Tracking of Option 2 for a car, HGV, refuse vehicle and coach



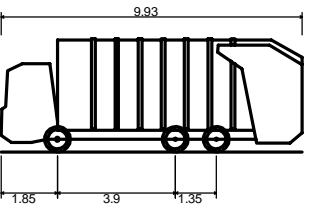
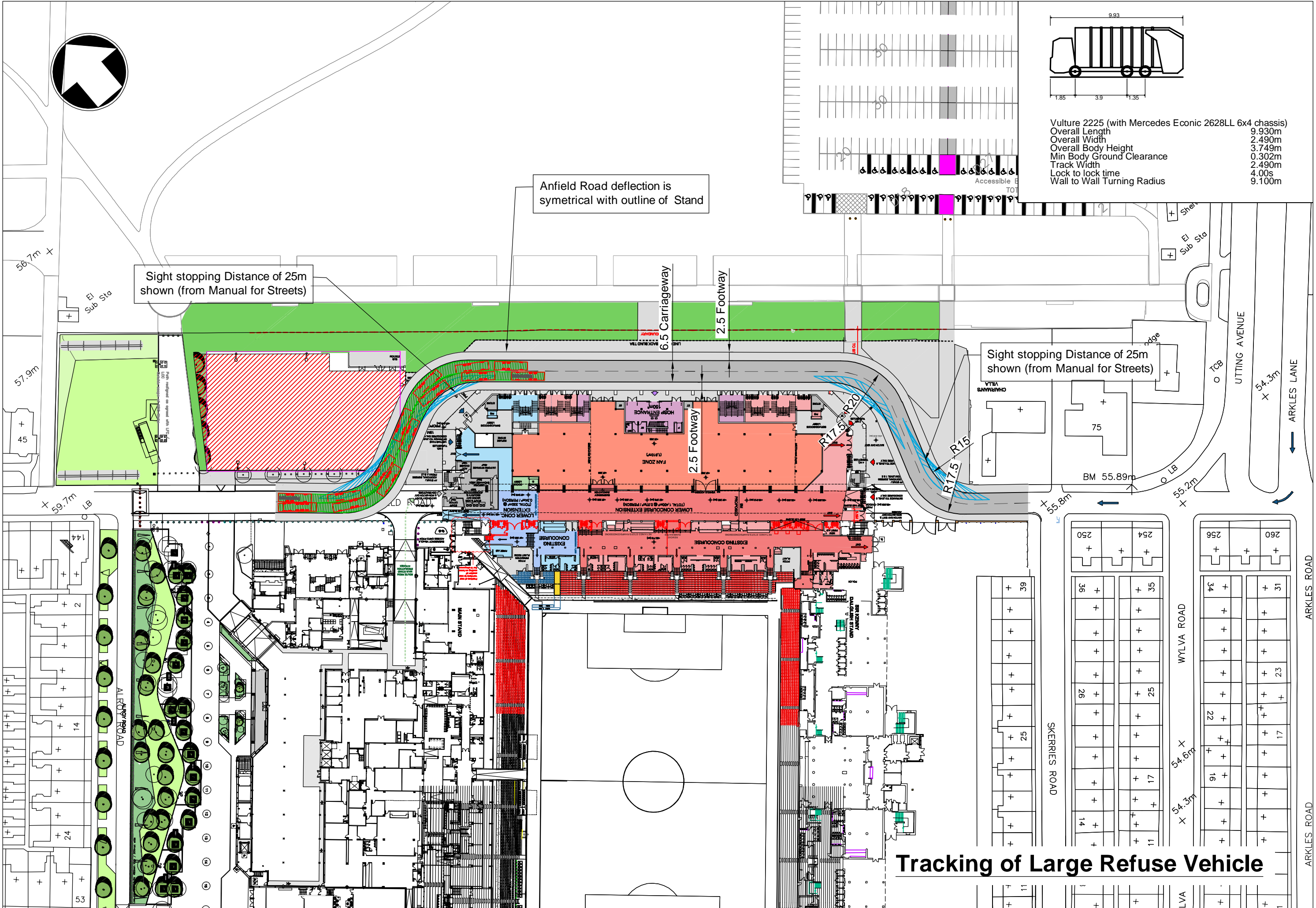
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		P1	25/02/20	MSD	First Issue	CS	DD		Checked	C. SHERRATT		
									Approved	D. DRURY		
									Scale at A3 1:1250			
								Drawing Number 405238_ARS_01	Security STD	Status	Rev P1	





Tracking of 16.5m Articulated HGV



Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)
Overall Length 9.930m
Overall Width 2.490m
Overall Body Height 3.749m
Min Body Ground Clearance 0.302m
Track Width 2.490m
Lock to lock time 4.00s
Wall to Wall Turning Radius 9.100m

Sight stopping Distance of 25m shown (from Manual for Streets)

Anfield Road deflection is symetrical with outline of Stand

Sight stopping Distance of 25m shown (from Manual for Streets)

Tracking of Large Refuse Vehicle