

# LIVERPOOL ACTIVE TRAVEL IMPROVEMENTS

## CITY CENTRE TO CHILDWALL

### Welcome

Liverpool City Council welcome you to this public consultation event. We are holding events to present our proposals on the Liverpool City Centre to Childwall active travel route and are seeking your feedback on the plans.

### Background to the proposals

In 2019 the Liverpool City Region Combined Authority published its Local Cycling and Walking Infrastructure Plan. The plan set out their ambition to develop a network of high-quality walking and cycling routes across the city.

Connecting Liverpool City Centre with Childwall was one of the priorities within the plan. We have since undertaken work to establish the most suitable route, connecting the new Lime Street cycle infrastructure in the City Centre, with the Liverpool Loop Line in Childwall.

Whilst the scheme is still in the early stage of development, we would like to hear your feedback on the proposals to date.

### Why active travel?

Active travel is making journeys by physically active means, like walking and cycling. Whether it's walking to school, cycling to work, or any other everyday journey you make to get from place to place, active travel can offer a convenient, accessible and affordable way to move more.

Increasing walking and cycling can help tackle some of the most challenging issues we face as a society by:



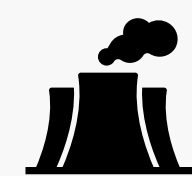
Improving Health  
and Wellbeing



Addressing Social  
Inequalities



Combating Climate  
Change



Improving Air  
Quality



Reduce Road  
Congestion

Everyone benefits from active travel. For each individual, it boosts physical and mental health, for our health service it reduces the burden of treating preventable illnesses, for our environment by reducing greenhouse gas emissions and improving air quality, and of course businesses see the benefit of a healthier workforce.

### How can you comment on our proposals?

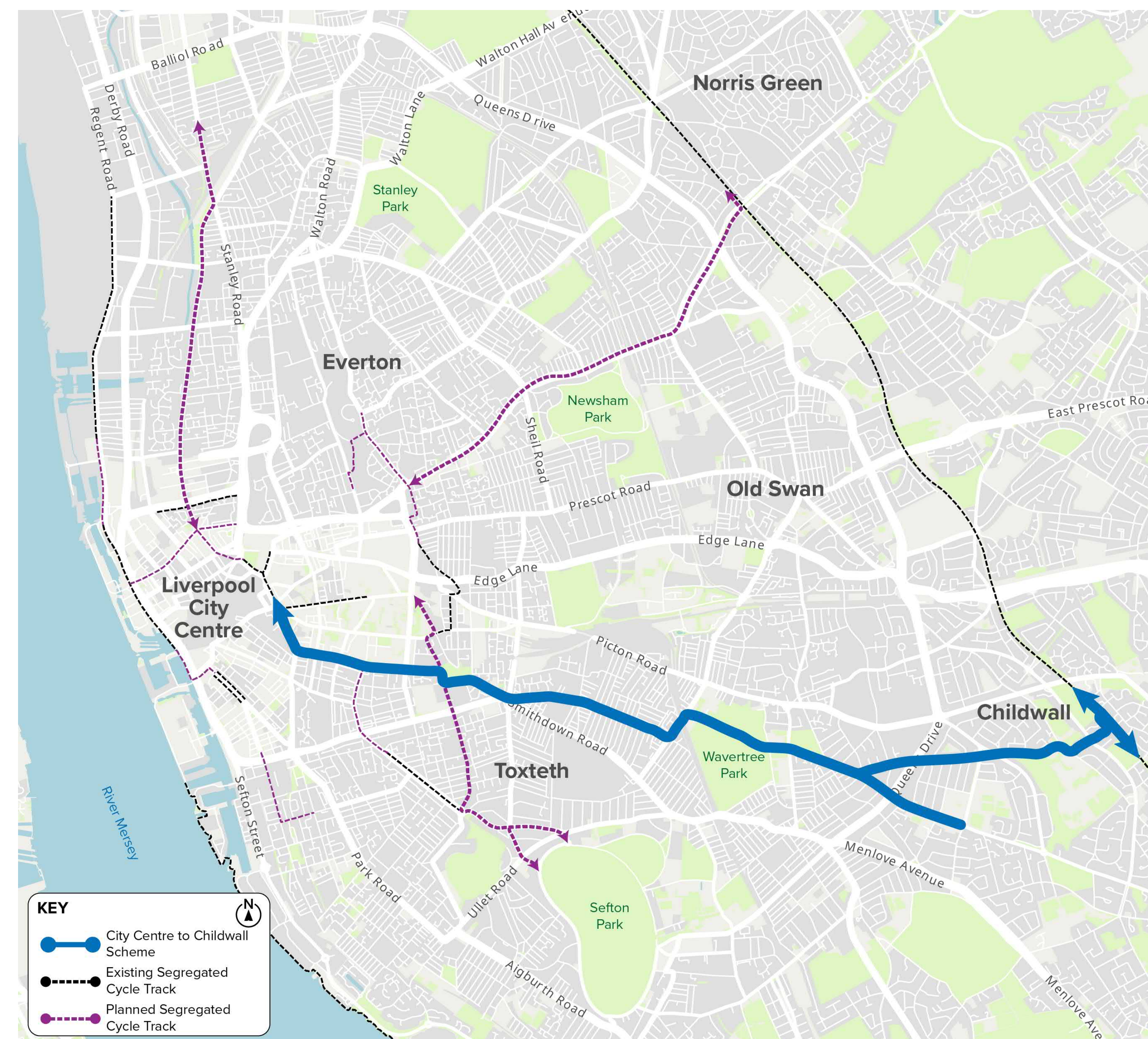
We want to hear what you think about our schemes. There are several ways you can comment:

- Complete the online survey at [liverpool.gov.uk/activetravelconsultation](https://liverpool.gov.uk/activetravelconsultation)
- Complete a paper copy of our survey at one of the drop-in consultation events
- Email [Active.Travel@Liverpool.gov.uk](mailto:Active.Travel@Liverpool.gov.uk) citing 'Active Travel Improvements'

### Proposed measures

Improvements proposed to the corridors will include:

- Fully segregated cycle lanes where traffic flows make these necessary
- Upgrades to footways to improve surfacing and provide pedestrian priority across side roads
- New road crossing facilities suitable for all
- Wayfinding and signage
- New and improved cycle parking
- Where practical, new landscaping and improved public realm
- Consistent treatment for where the cycle lanes interact with bus stops
- Upgrades to traffic signal controlled junctions to allow safer movement for cyclists and pedestrians
- High-quality connections with existing and future walking and cycling infrastructure





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## CITY CENTRE TO CHILDWALL

### Route Overview

The proposed route is roughly 8km long, connecting the City Centre with Childwall, as well as large residential areas and key leisure, employment and education destinations along the corridor, such as Wavertree Sports Park, the University of Liverpool and Liverpool Hope University. The route would also connect existing off-road cycle infrastructure at either end, building on the vision of creating a network of safe and attractive active travel routes across the city.

### Section 1: City Centre

#### Proposals:

- New fully-segregated bi-directional cycle track on Renshaw Street, Leece Street, Hardman Street and Myrtle Street
- Upgraded crossing facilities at key junctions and pedestrian desire lines along the route
- Connections to wider active travel schemes on Berry Street, Catharine Street and Crown Street

#### Benefits:

- Supports key commuter route into City Centre with onward connectivity via existing cycle facilities on Lime Street
- Connects key trip attractors including the University of Liverpool and Liverpool Women's Hospital

### Section 2: Wavertree

#### Proposals:

- New fully-segregated bi-directional cycle track on Earle Road
- Upgrades to active travel crossings at Smithdown Road / Upper Parliament Street junction
- Options developed for improving Lawrence Road section to safely connect the cycle route to Wavertree Sports Park

#### Benefits:

- Connects large residential areas in Wavertree as well as a number of schools including Archbishop Blanch and Lawrence Community Primary School
- Public realm improvements through removal of street clutter and upgrades to pavements including raised crossings

The route has been broken down into 3 sections:

- Section 1: City Centre
- Section 2: Wavertree
- Section 3: Childwall

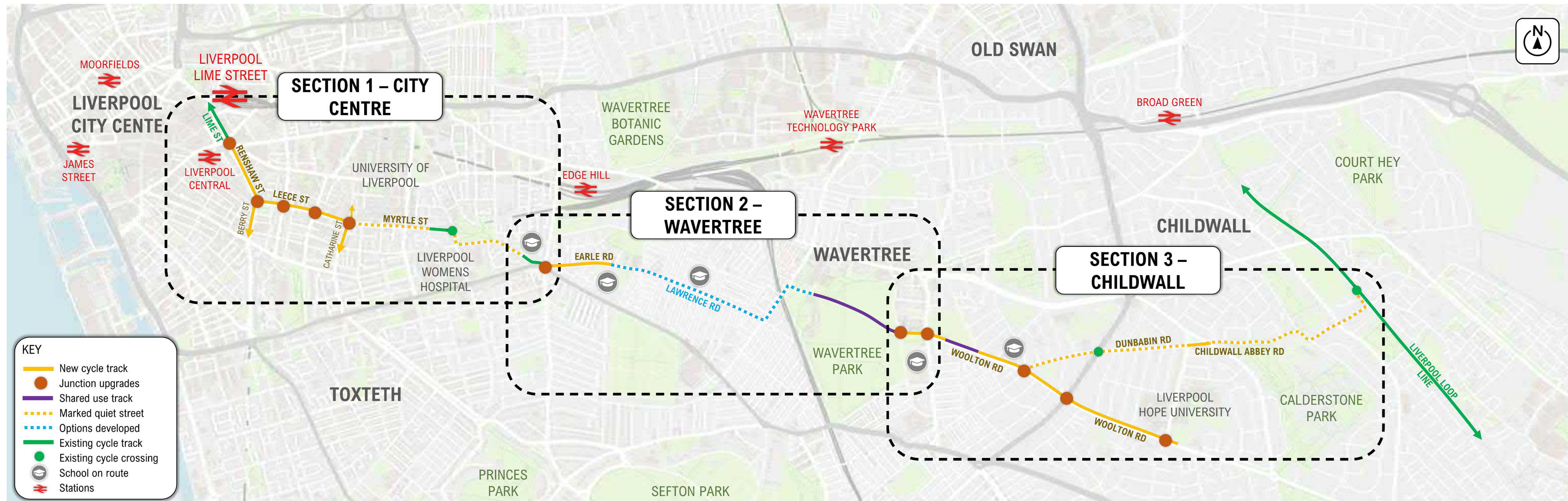
### Section 3: Childwall

#### Proposals:

- New safer cycle facilities on Fir Lane and Woolton Road providing segregation from motor vehicles
- Upgraded crossing facilities at key junctions and pedestrian desire lines along the route
- Marked quiet route along Dunbabin Road and Childwall Abbey Road with supporting active travel measures at junctions

#### Benefits:

- Connects large residential areas in Childwall as well as key destinations such as Liverpool Hope University, The Liverpool Blue Coat School and Mosspsits Lane Primary School
- Connects to the Liverpool Loop Line off-road cycle route





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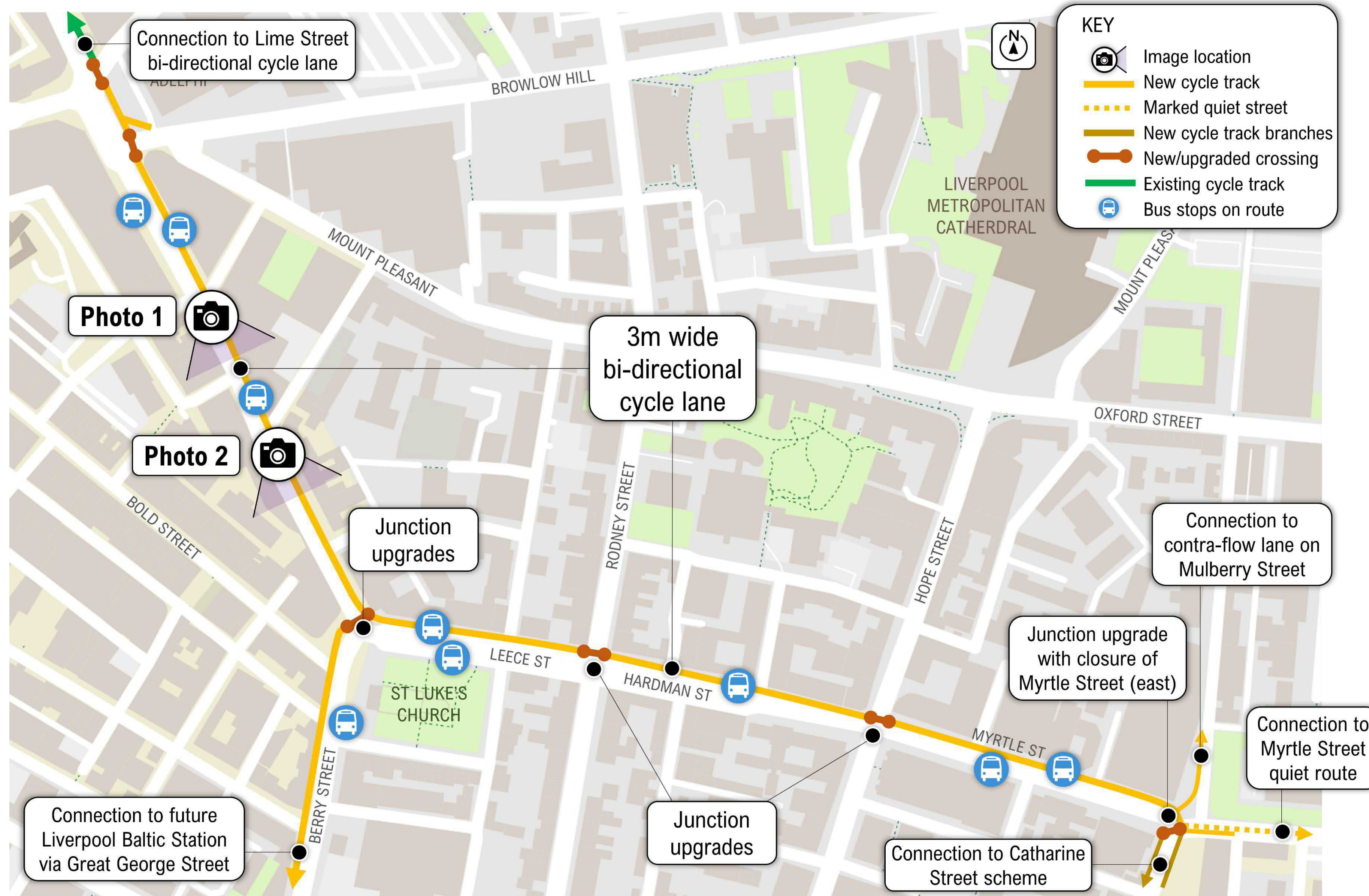
## CITY CENTRE TO CHILDWALL: SECTION 1

### What are the proposals?

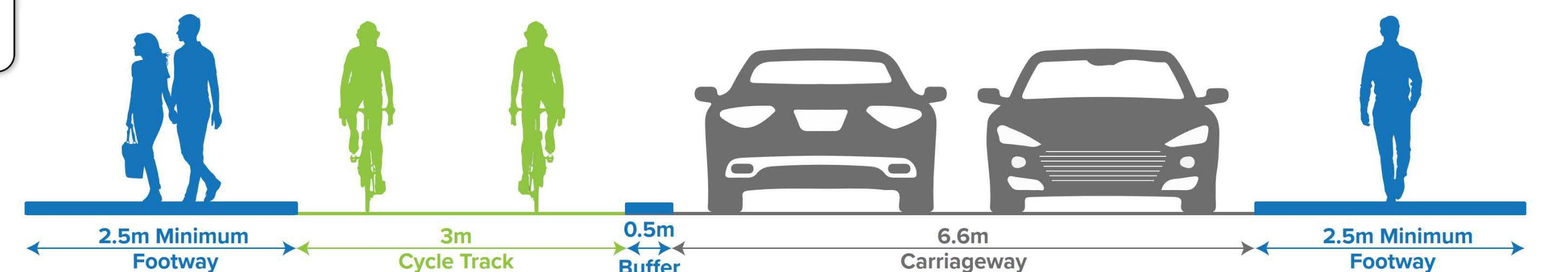
- New fully-segregated bi-directional cycle track on Renshaw Street and Berry Street, linking with planned active travel links to Liverpool Baltic Station via Great George Street
- New road crossing facilities suitable for walking, wheeling and cycling
- Widened footways and public realm improvements to reduce dominance of motor vehicle traffic
- On-street parking and roadside loading facilities retained where possible

### What are the benefits?

- Improved and safer walking, wheeling and cycling provision heading south from Lime Street, connecting various entertainment, leisure and retail destinations in the city centre
- Enhanced environment and improved safety for all at junctions, with controlled crossing facilities and full separation from general traffic
- Improved access to public transport network with existing bus stop provision maintained



Cycle track Raised pavement Infrastructure removed/ parking relocated Buffer





# LIVERPOOL ACTIVE TRAVEL IMPROVEMENTS

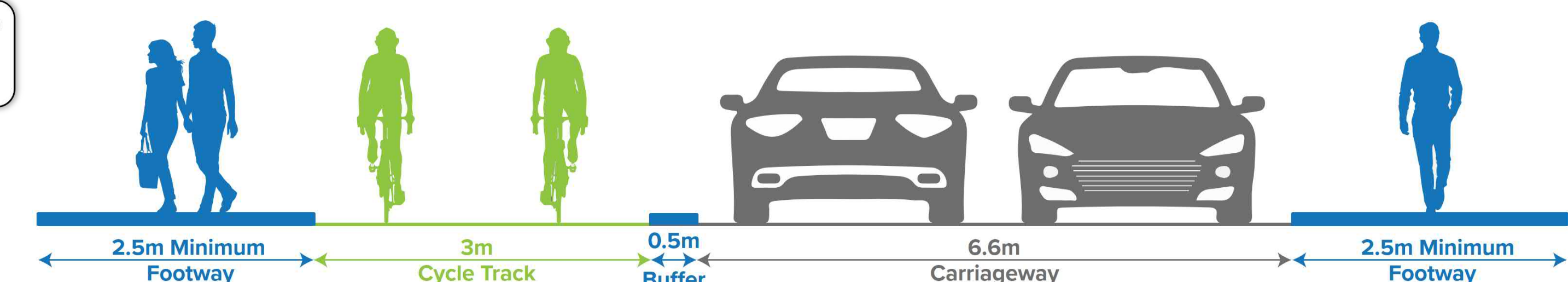
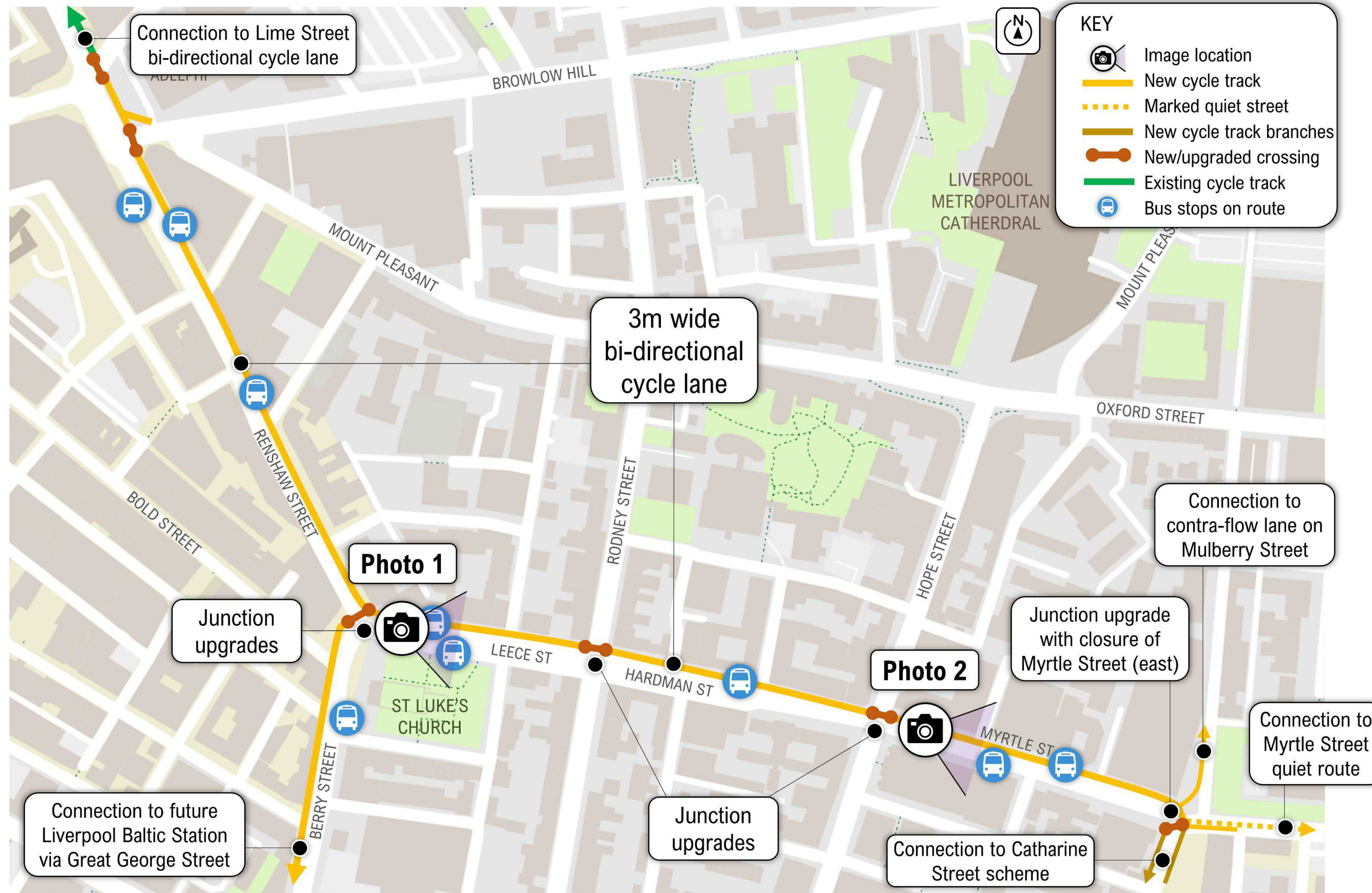
## CITY CENTRE TO CHILDWALL: SECTION 1

### What are the proposals?

- New fully-segregated bi-directional cycle track on Leece Street, Hardman Street and Myrtle Street linking with existing and future active travel facilities on Mulberry Street and Catharine Street
- Widened footways and public realm improvements to reduce dominance of motor vehicle traffic
- New road crossing facilities suitable for walking, wheeling and cycling
- On-street parking and roadside loading facilities retained where possible
- Closure of Myrtle Street to motor traffic at junction with Catharine Street

### What are the benefits?

- Safer and more attractive walking, wheeling and cycling routes for access to the Knowledge Quarter and when approaching the city centre from the west including student residential areas
- Enhanced environment and comfort for all at junctions with controlled crossing facilities and full separation from general traffic
- Reduced through traffic on Myrtle Street and Catharine Street enhancing active travel environment
- Improved access to public transport network with existing bus stop provision maintained





# LIVERPOOL ACTIVE TRAVEL IMPROVEMENTS

## CITY CENTRE TO CHILDWALL: SECTION 2

### What are the proposals?

- Upgrades to the junction of Smithdown Road / Upper Parliament Street with segregated crossing facilities
- New fully-segregated bi-directional cycle track on Earle Road to Archbishop Blanch School
- Community led enhancements to Lawrence Road area (see right)
- Upgraded active travel link between Lawrence Road and through Wavertree Sports Park
- Fir Lane becomes one-way with new fully segregated bi-directional cycle track

### What are the benefits?

- Connects to Myrtle Street via Smithdown Lane for access towards the Knowledge Quarter and City Centre
- Safer crossing of Lodge Lane / Smithdown Road / Upper Parliament Street junction for all users

### Lawrence Road Options

Lawrence Road is currently dominated by motor vehicle traffic, much of which is through traffic and not suitable for the residential nature of the area.

As part of this community consultation we are seeking your views on options to reduce the dominance of motor vehicle traffic in the area.

All options include removal of street clutter with upgraded footways and improved road crossing points to improve accessibility throughout the area for all.

There are three broad options currently under consideration:

#### Option 1 – Refresh and renew

- Removal of street ‘clutter’ to tidy up the street
- Wider footways to enhance pedestrian environment
- Formalise parking bays to minimise pavement parking

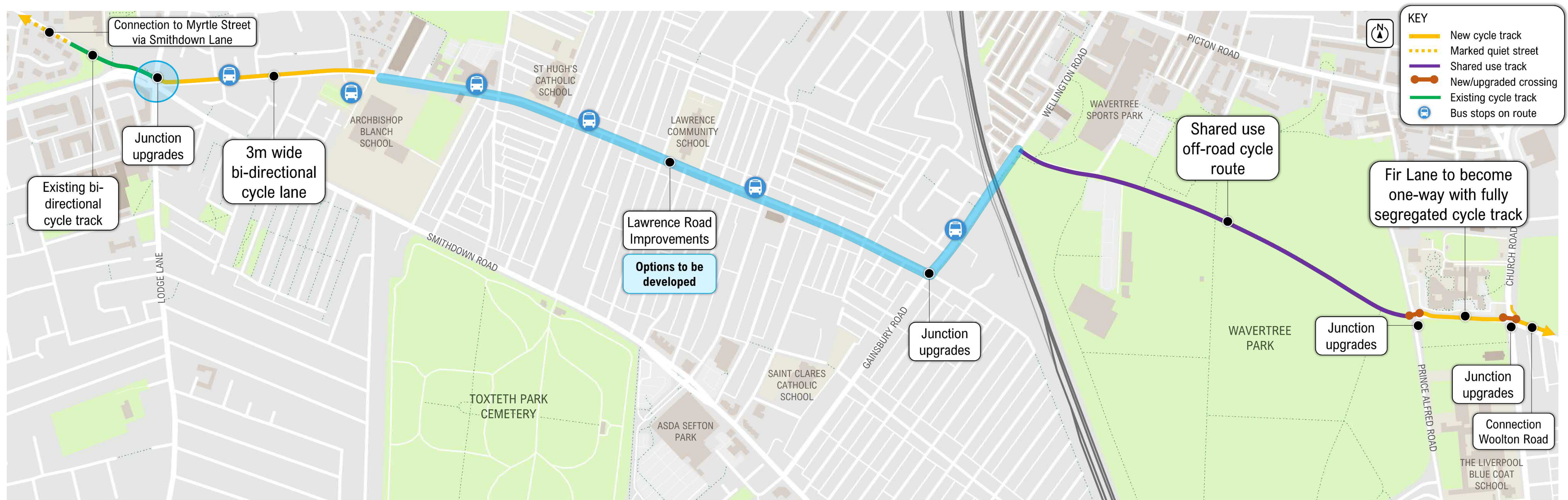
#### Option 2 – One-way traffic

- Introduce one-way traffic on Lawrence Road
- New segregated cycle track for entire length of road
- Widened footways and improved public realm with opportunities for tree planting and street cafes
- Formalise parking bays to minimise pavement parking

#### Option 3 – Modal filters

- Restrict flow of motor vehicle traffic in various locations to discourage rat running by non-local motorists
- Reduced traffic volumes throughout area will help to improve road safety and enable cycling on-street
- Enhance environment for residents with improved air quality and less noise pollution

You can comment on each option in the survey at [liverpool.gov.uk/activetravelconsultation](https://liverpool.gov.uk/activetravelconsultation)





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## CITY CENTRE TO CHILDWALL: SECTION 3

### What are the proposals?

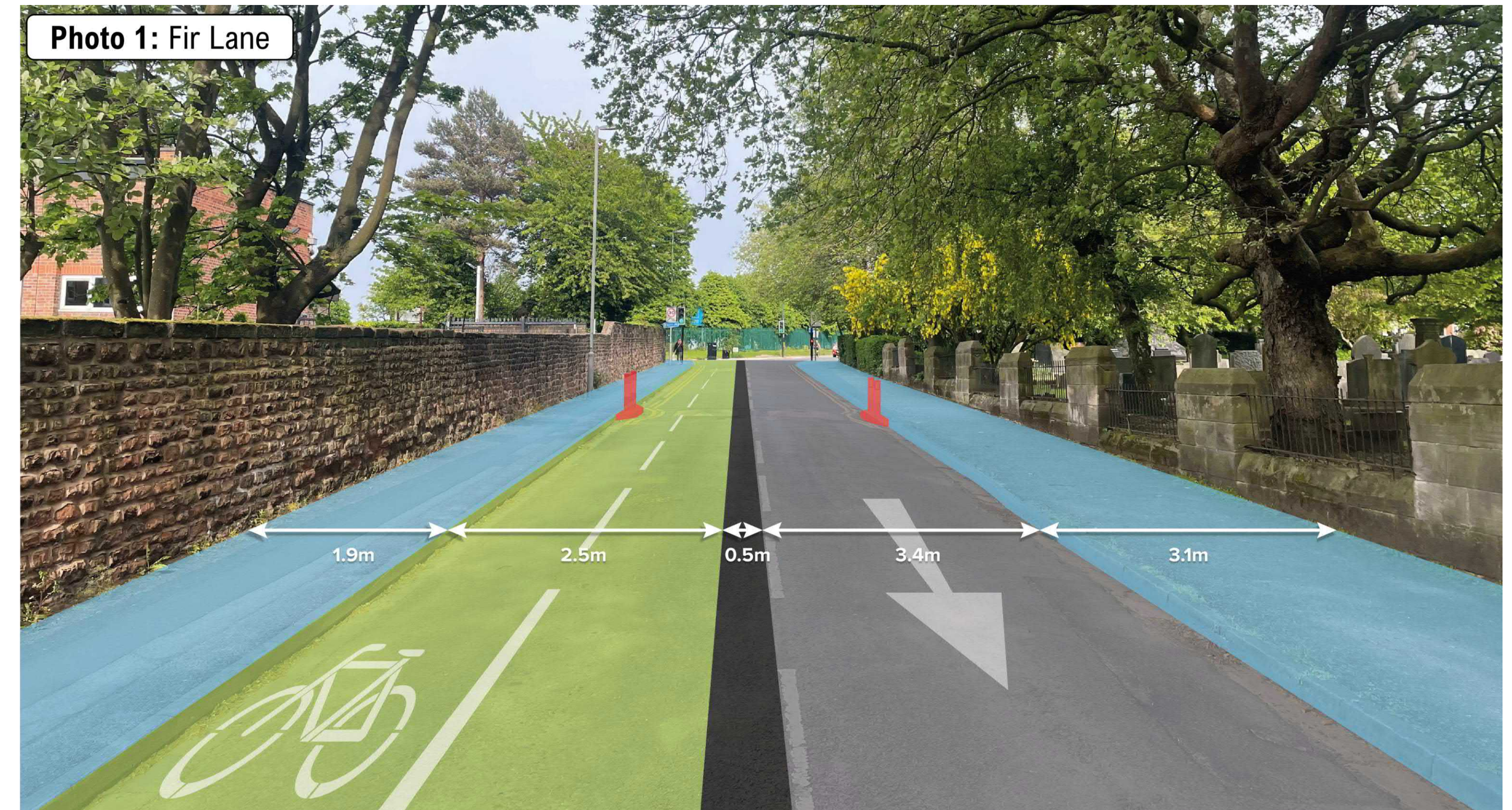
- Fir Lane becomes one-way with new fully segregated bi-directional cycle track
- Junction upgrades and new signalised road crossing facilities suitable for walking, wheeling and cycling
- All on-street residential parking maintained
- On-street parking formalised on Woolton Road to reduce pavement parking and obstruction for pedestrians
- A 3.7m wide shared use facility on Woolton Road followed by a 3m wide fully segregated cycle track
- Street lighting relocated to maximise space on footways for active travel modes

### What are the benefits?

- A quieter walking, wheeling and cycling route on Fir Lane for access to Wavertree Park
- Active travel routes fully separated from motor vehicle traffic
- Links with The Liverpool Blue Coat School and Mossbills Lane Primary School
- Enhanced environment and comfort for all, with road crossing upgrades at Prince Alfred Road and Church Road North
- Residential on-street parking retained
- Likelihood of pavement parking reduced with formalised on-street parking areas

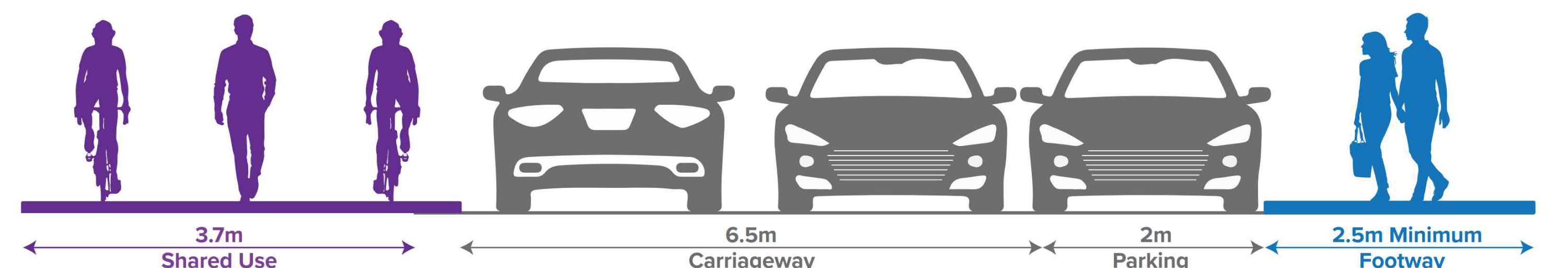


Photo 1: Fir Lane



■ Cycle track   
 ■ Raised pavement   
 ■ Shared use track   
 ■ Infrastructure removed/ parking relocated   
 ■ Buffer

Photo 2: Woolton Road





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## CITY CENTRE TO CHILDWALL: SECTION 3

### What are the proposals?

- New fully-segregated bi-directional cycle track on Woolton Road to the junction with Taggart Avenue
- New road crossing facilities suitable for walking, wheeling and cycling
- All on-street residential parking maintained
- Formalised parking bays to reduce pavement parking and obstruction for pedestrians
- Upgrades to the current cycle lanes at the junction of Dunbabin Road and Childwall Abbey Road to provide a route fully separated from motor vehicle traffic
- An advisory route along Dunbabin Road connecting with the Liverpool Loop Line at Well Lane

### What are the benefits?

- Safer and more attractive walking, wheeling and cycling infrastructure to allow access for all
- Links to Liverpool Hope University and the Liverpool Loop Line
- Upgraded, safer road crossings at Queens Drive and Taggart Avenue
- Enhanced environment and safety for all passing through busy junctions
- Highway capacity maintained for general traffic movements
- Likelihood of pavement parking reduced with formalised on-street parking areas



Cycle track

Raised pavement

Infrastructure removed/ parking relocated

Bus stop

Buffer

