



## Princes Avenue STEP Scheme

As part of a continuous drive to support economic growth in the region and maximise benefits for residents, visitors and businesses, Liverpool City Council (LCC) is improving the city's transport infrastructure by broadening travel choices, improving transport links, addressing key pinch points on the network and removing transport barriers.

The proposed Princes Avenue STEP Scheme focuses on improving pedestrian and cyclist facilities and existing high-way infrastructure along Princes Road and Princes Avenue. The scheme also aims to improve the local environment making it a more attractive space for community usage.

The scheme is partly funded through Liverpool City Region's Sustainable Transport Enhancement Package (STEP) which has been established to support the delivery of sustainable transport infrastructure, reduce carbon emissions and support residents to increase levels of active, healthy travel. The scheme also benefits from funding from LCC's Highway Investment Package which is aimed at maintaining the city's existing highway infrastructure.

The entire scheme is within the existing public highway and within the Princes Road conservation area. All aspects of the scheme are being developed in close consultations with the Highway Authority, LCC's Conservation Officer, LCC's Tree & Woodland Officer and other stakeholders including Merseytravel, LCC's Corporate Access Forum and LCC's Cycle Forum.

The proposed Princes Avenue STEP Scheme extends for approximately 1km (0.6 miles) from the roundabout junction at Princes Park Gate in the south-east, to the traffic signal controlled junction at Upper Parliament Street in the north-west. The proposed works include:

Regeneration of the existing 18.5m wide central reserve to provide a new 2m wide pedestrian path, a new 3m wide cycle track and new paved areas to create communal spaces. Removal of a limited number of trees to allow uninterrupted access for cyclists and pedestrians of all abilities. Enhancement of landscaped areas, low level planting and planting of new trees to compliment existing.

Upgrade of the existing Zebra crossing on Princes Gate to Toucan crossing and the provision of segregated two-way cycle tracks within the existing wide footways on Princes Gate to provide a cycle link between the central reserve and Princes Park.

Segregated two-way cycle track within the existing wide footway on the corner of Mulgrave Street to provide a link between the central reserve and Mulgrave Street which is part of LCC's cycle network.

Installation of Toucan crossings at four locations along Princes Avenue to enable pedestrians and cyclists to access the central reserve.

Restoration of the existing fountain sculpture, heritage lighting columns and benches where possible, and provision of new street furniture and artwork in the central reserve.

Closure of the existing central reserve crossover junctions at Northhill Street and Upper Warwick Street to provide continuous park and pedestrian and cycle routes. Provision of a new u-turn traffic lane at the north-western end of the central reserves, opposite Selborne Street, to cater for right turning traffic from Northhill Street and Upper Warwick Street.

'Cycle by-pass' arrangement at the existing north-west bound (citybound) bus stop located between Upper Parliament Street and Upper Stanhope Street where the cycle lane is diverted onto the footway behind the bus area in order to minimise the conflict between cyclists and stationary buses at the bus stop. Kerb built-outs at the Upper Stanhope Street and Selborne Street side junctions to reduce the speed of vehicles turning in and out of the side roads and to reduce the crossing lengths for pedestrians and cyclists across the junctions.

On-carriageway cycle lanes to link the central reserve with Upper Parliament Street.

Resurfacing of the Princes Road / Princes Avenue dual carriageway, and improvements to the existing highway drainage system and road lighting.

