

METRO network improvements

Lime Street- London Road- Monument Place – Low Hill

FAQs

The Project:

Who is designing the Lime Street to Low Hill Metro Network Improvements?

Mott MacDonald have been competitively appointed by LCRCA to provide technical consultancy design services for the scheme. It is being led by their local team based in Liverpool City Centre with experience of completing similar projects. The Monument Place works have been jointly designed by Mott MacDonald and LDA Architects; also a local firm based in Liverpool City Centre. Feedback from the consultation will be incorporated into further, more detailed design later this year. Further design work and the contractors to deliver the scheme will also be procured competitively.

What will you do with the survey responses?

The survey responses will inform the next stage of design. We are keen to hear your views on the proposed designs so we can ensure they are as inclusive as possible.

What are the remaining stages before it is completed.

The provisional timeline of the scheme looks like this:

- Assess consultation feedback and report - Autumn 2025
- Detailed design – 3 months, complete late 2025
- Construction contractor procurement – 4 months
- Construction period – early-2026 for 6-12 months

We shall provide updates throughout the process on our website and there will be an option to sign up for update emails.

How much will it cost?

The current budget for the scheme is £13M.

Who is paying for this scheme?

The scheme is paid for by a mixture of government grants. Subject to approval; Monument Place is Section 106 funds for regenerating neighbourhoods. The bus and cycle lanes are funded by City Region Sustainable Transport Settlement (CRSTS) funding.

The Residents and Businesses

Will the Roads be closed?

As the scheme is under construction there will be a need to close parts of the routes to complete the construction works, such as resurfacing the carriageway. These will be scheduled to minimise any disruption and be co-ordinated with the streetworks team within Liverpool City Council. A communication strategy will ensure that notification of road closures, diversions and durations will be made well in advance to stakeholders via a variety of communication mediums.

Will the businesses be affected?

The Combined Authority and Liverpool City Council will work with the contractors and local businesses to ensure disruptions are minimised and any works preventing access are generally carried out outside business hours, where possible, so that businesses can remain open.

Will the Bus stops still be open?

Where during construction bus stops are inaccessible Transport Information Services will communicate any changes to the bus services including temporary bus stops, changes to timetables or bus diversions. Liverpool City Region Combined Authority (LCRCA) will ensure that any changes to services are communicated in advance and minimised where possible.

Will the shops still be open?

The LCRCA and Liverpool City Council will work with the contractors and local businesses to ensure access to shops can still be maintained so they can remain open.

What will the disruption be?

Over the period of construction there will be a need for temporary road closures. Where possible this will be minimised to a single lane with additional traffic lights or one way routing. There may also be a need to temporarily divert general traffic and buses. Updates will be provided up to and throughout the construction phase,

Bus Lanes

What are the benefits of bus lanes?

The METRO network improvement programme is designed to introduce measures which will prioritise buses over other kinds of motor vehicles on a select number of key routes in the Liverpool City Region.

And while this should lead to a marked improvement in punctuality and reliability of bus services some of the features being introduced, such as upgrades to traffic signals, can help to ease traffic congestion overall.

Some of the measures introduced later in the programme will very likely change the physical layout of some roads which may affect the way other vehicles, like private cars, are able to use them. LCRCA is committed to collaborating closely with local authority partners to consult with local residents and all road users, such as this consultation, before any such changes are finalised.

How do I know where the bus lane starts and finishes?

The Bus lanes will be clearly marked by dashed white lines or a solid white line and with traffic signs.

The solid white lines mark out the edge of the bus lane and should not be crossed while it is in operation.

The dashed white lines signify the beginning and end of the lanes, as well as points where it's acceptable for vehicles to cross into it – for example to reach a loading bay or to turn left.

They will also have the words 'bus lane' frequently marked along the road.

How will I know when the bus lanes are in operation?

The operational times for the bus lanes will be identified with blue signs.

Will the bus lanes be enforced?

Yes, If you are caught entering, stopping or driving in bus lanes during prohibited hours, you will be issued with a fine. They will be enforced using traffic enforcement cameras, which will also be used to enforce yellow box junctions.

I own / make deliveries to a shop on the Lime Street to Low Hill section. What do I do about loading and unloading?

Designated loading bays have been designed into this scheme to account for this need. In addition, there will be opportunities to load / unload outside the operational times of the bus lanes.

I drive a registered Hackney Carriage Taxi. Can I use the bus lanes?

Yes, it is permissible for you to use the bus lanes.

Who else can use the bus lanes?

Bus lane usage is restricted to the following vehicles: Buses (but not minibuses or coaches), Registered Hackney Carriage Taxis, Emergency Vehicles, Highways maintenance vehicles, motorbikes and mopeds, cyclists and e-scooters.

Does the Highway Code mention bus lanes?

Rule 141 of the Highway Code gives the general rules for bus lanes.

Can I park in a bus lane?

Parking is not allowed (even with a blue, disabled, badge) when the bus lanes are in operation.

Active Travel (walking, wheeling and cycling)

What does the Lime Street to Low Hill Metro Network Improvement scheme include?

The current route located along London and Prescot Road is not consistent as it moves on and off-road, which makes it hard for cyclists to use. There are also several areas where cyclists travelling at speed, must share space with pedestrians. The proposals will provide a more continuous cycle route along London Road with pedestrians and cyclists kept separate wherever possible.

How will the improvement scheme benefit those walking?

The proposed improvements will make the cycle infrastructure better over the full length of the route and separate them from pedestrians. This will reduce the risk of collisions between cyclists and pedestrians. New dedicated, controlled pedestrian crossings have been proposed along the route and at junctions where no safe crossing facilities currently exist. Extra benches will be included for people to be able to rest, particularly for elderly people and those with disabilities.

How will the improvements benefit those wheeling?

The improvements have been designed to make active travel more accessible for every type of footpath user, including those wheeling. 'Wheeling' generally refers to those who use mobility scooters, wheelchairs, or other forms of wheeled aids, but can also include people walking with pushchairs. The proposals include separated pedestrian and cycle infrastructure, more safe road crossings and amended junctions to include pedestrian provision. These improvements should give people with reduced mobility, young children or those travelling with heavy shopping greater confidence to travel safely without the use of a car.

How will the improvements benefit those cycling?

The proposals have been developed to make cycling a more appealing travel option by improving links to places of learning, employment, green space, retail and leisure destinations and existing transport infrastructure. All cycle routes will be designed in accordance with LTN 1/20 "Cycle Infrastructure Design", which aims to provide facilities that are safe for cyclists to travel independently from age 8 to 80 and beyond. It will connect more seamlessly with connecting routes and have safe, dedicated crossing facilities.

How sustainable are the new proposals?

Improvements to transport options locally can encourage more people to travel sustainable and ultimately contribute to the Mayoral commitment of LCR Net Zero carbon by 2040.

The proposals promote sustainable travel which is a means of moving around that reduces environmental impact promotes healthier lifestyles and supports more efficient transport systems.