PART 5:

Implementation Plan

Liverpool city centre, looking north towards Everton with the Anglican Cathedral in the foreground

5:1 Taking forward the Climax Plan

In which we suggest how the vision for the Knowledge Quarter can be incorporated into the planning system through statutory policy for the area, either an Area Action Plan or a Supplementary Planning Document. We also suggest a series of planning/development briefs that should be prepared for sites within the area.

A range of actions will require coordination in order to integrate delivery of the strategic aims of the Knowledge Quarter Prospectus and associated Urban Design Framework.

A Steering Group is already in place bringing together the lead stakeholders of Liverpool Vision, the NWDA, the City Council, Universities and Hospital Trust. These partners are major landowners and funding bodies whose combined influence on the area is decisive to its success. Outside of this forum, regular discussions on investment strategies are also taking place between the higher education, ecclesiastical and medical institutions, Liverpool Vision and the Local Planning Authority.

Dialogue with private investors is a core part of Liverpool Vision's role – pre-application discussions making reference to the Knowledge Quarter Urban Design Framework will help give guidance to developers around the area. Liverpool Vision has also supported the Hope Street Quarter facilitating and championing the ongoing investment and events programme, which are now making such a powerful impact on cultural capital and the public realm.

It is therefore essential that the successor organisation to Liverpool Vision maintains its lead role in coordinating change around the Knowledge Quarter.

Strategic Planning Policy

Integration of the 'Climax Plan' vision with statutory land-use policy and development control decision making will be one of the primary implementation tools for the Framework. The Local Development Framework anticipates production of an Area Action Plan for the city's central area. The spatial vision presented herein provides a well-founded physical framework that could guide formulation of statutory planning policy and ongoing development control decisions.

A Planning Framework is in place for the Islington area. The World Heritage Site is also to benefit from a clear statutory planning document, with Supplementary Planning Policy being prepared at the time of writing. To the south of the Knowledge Quarter the Baltic Triangle Independent District has a recently completed Planning Framework in place. We believe that it is important that the Knowledge Quarter also be brought forward as either an SPD or AAP to enshrine the vision in planning policy.

Development Briefs

Individual site design and development briefs, prepared in consultation with interested parties, are an effective means of agreeing and controlling the form and function of important sites. The University, Hospital and LJMU's Mount Pleasant Campus have already received detailed design attention. Guided by the Knowledge Quarter Framework, we recommend that similar site briefs and masterplanning exercises are initially prepared for at least the following additional key areas of change:

Area east of Lime Street

- Establish block structure, form and land use function for Copperas Hill and former dairy sites.
- Define building lines that relate to street routes and frame views along an opened axis to the Metropolitan Cathedral.
- Incorporate pedestrian-cycle route from Skelhorne Street to university through Copperas Hill site and across to Dansie Street.
- Establish strong built frontage opposite historic Seymour Terrace.
- Improve Copperas Hill desire line route to Pembroke Place (most direct link from Lime Street to School of Tropical Medicine).
- Strengthen sense of continuity and enclosure along Russell Street.

Brownlow Hill-Mount Pleasant multi-storey car park and context

- Establish block structure for remodelling/ replacement of multi-storey and Brownlow Hill/Mount Pleasant frontages to define building lines that relate to street routes, design and material quality etc.
- Provide height and massing guidance for a new landmark building at the apex site at the junction of Brownlow Hill to mark the gateway to the Knowledge Quarter.

Norton Street Area

- Establish block structure, form and land use function for area around Norton Street, reviewing the long-term role of highways land around Hunter Street and Islington.
- Define building lines that relate to, animate and comfortably enclose the main approach routes.

Myrtle Street Local Centre and context

- Set a framework to strengthen the continuity and enclosure of the building line defining Myrtle Street and the local centre, and establish a longer run of active uses adjoining the pavement at ground floor level.
- Incorporate re-established Bedford Street route through removal of the Eleanor Rathbone building.
- Provide height and massing guidance for distinctive corner buildings to frame the Catherine Street-Myrtle Street junction.
- Incorporate guidance to support implementation of two new public spaces, at the Catherine Street and Chatham Street junctions.

Archbishop Blanch School site and Paddington-Mount Vernon area

- Establish block structure, form and land use function in anticipation of the relocation of Archbishop Blanch School under the Building Schools for the Future programme.
- Incorporate as a core priority re-establishment of strong pedestrian-cycle access along the line and width of the section of Paddington lost during the 1960s, in order to provide a direct 'green-linkage' between the Science Park and Liverpool Digital knowledge hubs, and help reconnect the Edge Hill community back to the opportunities of the city centre.
- Investigate retention of some form of educational use to allow future City Academy or relocated primary schooling provision.

Great Crosshall Street, LJMU City Campus and 'Civic Forum'

- Establish a framework for change around the Great Crosshall Street axis to anticipate future changes to the LJMU estate.
- Define a stronger street frontage along Great Crosshall Street, in particular its south side, and a more pedestrian focused environment between its Tithebarn and Byrom Street sites.
- Investigate impacts of highway-dominated environments around Hunter Street and prospects for generating development sites through removal of obsolete or damaging road infrastructure.
- Consider potential for a striking contemporary 'north-face' for the civic buildings on William Brown Street, linked by an internal atrium and providing a dramatic presence for the city centre at its northern gateway, with a strong relationship to the adjoining LJMU City Campus.

Upper Parliament Street

- Establish block structure, form and land use function to reinstate a strong and continuous building line along Upper Parliament Street.

The Anglican Cathedral Precinct

- Review of linkages and block structures around the cathedral approach.

Secondary School Provision

Until the 1970s the city centre itself contained a number of excellent secondary schools, including the prestigious grammar schools of the Liverpool Institute on Mount Street, the Collegiate on Shaw Street, and the High School for Girls in Blackburne Place, all of which attracted pupils from across the city, and indeed produced many famous alumni. For these pupils, the cultural and social offer of the city centre itself was a key part of their broader educational experience.

The city centre will lose its last conveniently located secondary school provision if the Archbishop Blanch Secondary School moves as expected c.2012. It would be wise to anticipate at this stage the need for secondary school places of the rapidly growing residential community in and around the city centre. If city living is to be a truly sustainable 'life-long' option with a realistic appeal to families, as well as singles and the young, education provision should be reasonably accessible.

Although it is beyond the scope of the Urban Design Framework to allocate or reserve a site for a school not yet proposed, it would be anomalous if an area dedicated to knowledge and life-long learning required pupils between Year Seven and VIth Form to travel any significant distance out of the city centre.

This is a potential threat to the establishment of sustainable mixed communities around the central area. We recommend there is consideration of the future need for a new City Academy or other form of secondary school to serve the central area, and if so that a site is allocated in or around the Knowledge Quarter, while there is so much 'soft' development land still available.

▶ The same view today

▶ Indicative illustration by URBED of the new Myrtle Street local centre (prepared as part of the University Urban Design Framework - 2008)

5:2 Parking

In which we describe a strategy for the gradual replacement of surface parking in the area with a programme of new multi-storey car parks.

Business School car park

Cambridge Street

Car park barrier entry system

Many of the gap sites proposed for development in the Climax Plan are currently in use as surface parking. Notwithstanding the unsightly visual impact of this surface parking and its negative impact on the public realm of the area, the provision of parking is important to the success and efficient functioning of the area. There is therefore little support from institutions and residents in the area for a significant reduction in parking provision. However, it is anticipated that, over time the management and charging of parking spaces together with the implementation of green transport plans by the main institutions will gradually reduce parking demand.

There are currently around 7,500 off-street car parking spaces in the Knowledge Quarter. If the Climax Plan were to be developed in its entirety it would involve the loss of around 4,400 of these spaces. There will be a need to replace a significant number of these spaces.

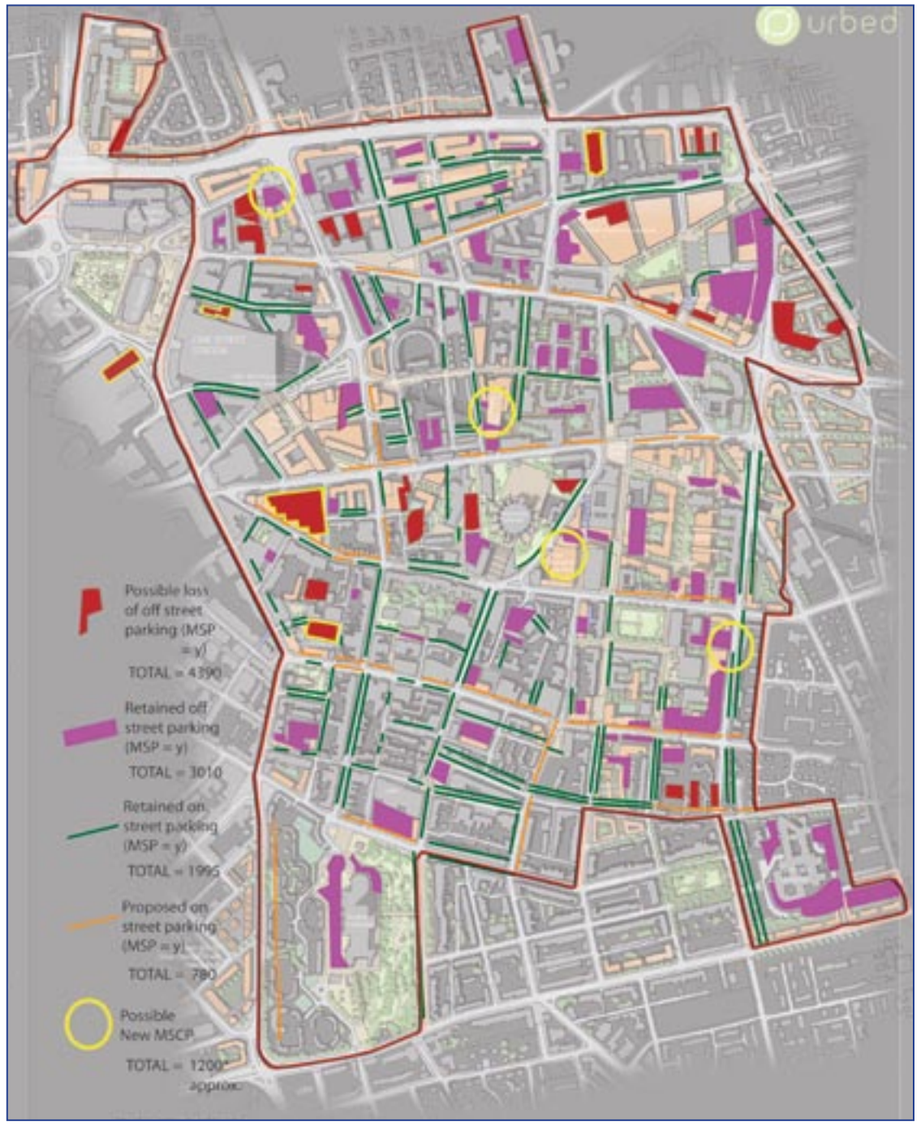
A contribution can be made by on-street parking. There are currently around 2,000 on-street spaces in the area, which will be retained. We estimate that there is scope to provide a further 800 on-street spaces through the repair of the highway network and the rebalancing of road space to promote lower traffic speeds and pedestrian priority within the city centre.

The process by which the other parking spaces are replaced is now well established in city centres, including the centre of Liverpool. Over time as demand for development increases, land values will rise. This will make surface car parks more valuable as development sites and they will start to be lost. The resulting scarcity of parking will push up parking prices making multi-storey car parks viable. At present daily parking charges of £5-7 a day are necessary to support a multi-storey car park. This is higher than current charges (university staff have opposed any charges for parking and charging for hospital parking has been raised recently in the national press). However, this level of charge is comparable with the city centre and in the life of the Climax Plan will become realistic in the Knowledge Quarter. This will allow surface parking to be replaced with multi-storey car parks.

The University of Liverpool has recently completed a parking feasibility study that has recommended that the first of these car parks should be provided on Mount Pleasant. This is included in the University Urban Design Framework and will happen in the short term providing up to 750 spaces. This will have the benefit of providing evening parking for the cultural uses on Hope Street.

In addition to this, three further sites are proposed for multi-storey car parks in the area. Two of these are part of the University Urban Design Framework as part of a strategy to remove surface parking for the University. The other is to the north of Lime Street station serving the proposed development to the rear of the station. Together these new car parks could accommodate 1,200 to 1,500 spaces which would go a large way to replacing the parking lost as part of the plan. The hope is that the overall reduction in demand for parking will mean that not all of these new car parks will be required.

The Islington Framework proposes a new multi-storey car park, for which a location has not been agreed yet. It is envisaged that this multi-storey car park would be embedded within a development block, and be screened off by active uses.



Parking Strategy

Indicative illustration by URBED of the new axis within the University Campus area made possible by the relocation of surface parking into the new Mount Pleasant multi-storey. This is part of the University Urban Design Framework (2008)

5:3 Starting with the Public Realm

In which we describe how the first steps towards realising the Climax Plan will be to undertake a series of linked public realm works to make the area easier and more pleasant to move around.

Bristol city centre

England, water feature

The public realm in the Knowledge Quarter should support the role of the area as a place for learning and interaction, living, visiting and working. It should provide a network of interlinked streets, providing convenient routes for walking and cycling, connecting the primary arrival points with destinations. The street network should form the 'threads' which link to special places ('pearls'). The pattern of 'threads and pearls' should reinforce the distinctive urban character of the Knowledge Quarter. For example the characteristic pattern of street vistas terminating in a distinctive landmark should be continued through the careful insertion of new landmark buildings, and by opening onto lively, active squares (places).

The role of gardens, courtyards, parks and squares is particularly important in the Knowledge Quarter. These are the places where people in the district should be able to find a place for contemplation, thought and conversation in a tranquil, safe setting. In busy squares and terraces, people should be able to find the enjoyment of being in the company of others, watching, chatting, eating and drinking in comfortable, attractive surroundings, throughout the year.

The Public Realm should fulfil this role in the following ways:

Movement and wayfinding

The public realm should provide an effective network of linked streets, linked to surrounding areas of Liverpool, and the "civic spines" which form a component of the city-wide public realm strategy. These should also connect the smaller campuses within the Knowledge Quarter. These streets should provide a comfortable, attractive, convenient and easily understood pedestrian environment. The existing street infrastructure should be improved by removing unnecessary barriers and obstacles, introducing pedestrian phases on controlled crossings, which should be linked to prioritise pedestrian movement along entire streets. Footways should be resurfaced to create smooth, continuous paving surfaces with the minimum of level changes. Lighting and signage should be improved and integrated into the streetscene.

Placemaking

The public realm should be the setting for the daily life of the Knowledge Quarter. The special characteristics of the Knowledge Quarter, where there is a need for inspiring, tranquil spaces for thought and conversation, as well as vibrant, active spaces for social interaction, makes it particularly important to consider the provision of a range of places. The historic development of the public realm in the Knowledge Quarter indicates the ways in which "places" were designed at the convergence of streets, and in relation to landmark buildings which terminated street vistas. Gardens and courtyards were embedded within the urban blocks, as quiet, sheltered locations. This distinctive pattern should be followed in the future, thereby reinforcing the character and function of the Knowledge Quarter.

The Climax Plan for the Knowledge Quarter shows a public realm which:

- Provides a coherent network of streets, organised hierarchically to make a city district, which is easy to navigate, safe and convenient to use. The network of streets connects with the outlying areas of the Knowledge Quarter, and makes it easy for people living close by to make use of the resources the area has to offer. New streets will be established to make better pedestrian connections, particularly from the major movement generators such as Lime Street Station and the Bus Interchange. Existing streets which are currently perceived as unsafe and unattractive will be transformed through resurfacing, removal of unnecessary barriers, and better lighting.

- Makes new public places, which will become the active, vibrant focal points for the different campuses and districts within the overall Knowledge Quarter. These places will be well connected to the street network, providing convenient short-cuts for pedestrians. They will be animated by active frontages and orientated to create sheltered places to encourage outdoor activity through the year. Particular locations for these new places are related to the gateway from Lime Street Station, the Anglican Cathedral, Myrtle/ Catherine Street and University Square.

- Creates a framework of green squares, gardens, parks and courtyards, which will provide the inspirational space for thinking, conversation and quiet interaction, which will reinforce the role of the Knowledge Quarter.

Lighting

Environmental improvements to the key streets and squares should include an upgrade of street lighting as well as the extension of the lighting of buildings as part of the city centre lighting strategy.

- Lighting furniture for both, the street and the buildings along the street, should be of consistent design using the careful selection of a limited palette of simple, durable materials.

- It should be discreet and well placed, e.g. wall mounted lights should be used to illuminate buildings where possible to avoid cluttering and the excessive use of poles and masts whilst achieving highway illumination standards.

- Lighting columns can carry signage where possible to avoid clutter and unnecessary restrictions to pedestrian movement. The level of illumination and the size of the lighting columns should relate to the function/ hierarchy of the street.

Street Network

The network of streets, which form the public realm framework in the Knowledge Quarter should be organised hierarchically. In this way, a more consistent and coherent street pattern will emerge, which will assist in the navigation through the district, and in reinforcing the distinctive identity of the quarter.

The street hierarchy for the Knowledge Quarter builds on that established for the Liverpool City Centre Public Realm Implementation Framework, which identifies the following types of streets:

- **City Streets** - streets which traverse and connect districts of the city. These streets are generally busy traffic thoroughfares, and may be lined with buildings with active frontages; often, however, entrances to buildings are located off the main highway. City Streets are broad, and should have wide footways. They may contain repetitive vertical features such as lighting columns, banners and street tree planting.

England, high quality hard landscaping and disabled ramp

Germany, Berlin, green courtyard

Germany, Berlin, landscape area at the Jewish Museum

Czech Republic, Prague, green boulevard

- **Retail Streets (or High Streets)** - these are streets which fulfil a predominantly retail function; they are lively, vibrant environments in which pedestrian activity is very evident. These streets connect between districts of the city, and are usually lined with continuous active frontages and are therefore perceived as safe walking routes.

- **Pedestrian Lanes** - these are streets which connect between city streets and blocks, and are generally shorter than City and Retail streets. They may have active frontages (e.g. corner shops) but mostly they have non-active frontages which may be orientated towards the street, thereby providing a variable level of passive surveillance. These streets are perceived as quiet, and therefore tend not be used frequently after dark.

- **Residential Lanes** - streets which are lined with predominantly residential uses. Entrances and windows may be orientated towards the street, providing a variable level of passive surveillance. Many of these streets are located in the historic Georgian and early Victorian areas of the Knowledge Quarter, where the consistent proportions of enclosure and street widths, and the use of natural surface materials contributes to these streets distinctive character.

Each street type within the proposed street hierarchy should be planned according to consistent design guidelines, which govern layout, widths and proportions, edges and crossings, materials and street furniture.

Pedestrian Crossings

The improvement of pedestrian movement through the Knowledge Quarter should be seen as a priority, which can achieve early wins and make a significant impact on effectiveness of the public realm. Priority for crossing improvements should be given to the following:

- those crossings located on city and retail streets, where footfall is highest;

- those crossings which are important links in the walking routes which traverse the Knowledge Quarter; and

- those crossings which link campuses and districts within the Knowledge Quarter.

Pedestrian crossings within the Knowledge Quarter, and along routes connecting to peripheral and outlying areas have been assessed according to their current condition; they fall into three broad categories. Treatments range as follows:

- Crossing Type 1: adjustments to existing traffic signal controlled crossing, to introduce pedestrian green phase. No significant road realignment.

- Crossing Type 2: introduction of new pedestrian crossing with pedestrian green phase, including adjustment to carriageway and footway, removal of traffic barriers and raised kerbs, etc.

- Crossing Type 3: construction of complex integrated pedestrian crossings, traversing dual carriageways, etc.

London, Coin Street

Street improvements

Street improvement projects will have a significant impact on the perception of the Knowledge Quarter, and its effectiveness as a walking and cycling friendly environment. Priority for streetscape improvements in the Knowledge Quarter should be given to the following:

- Those streets which connect the Knowledge Quarter with the major arrival points in the city centre. These are mostly City and Retail Streets; they are generally lengthy, and traverse through the quarter, usually involving significant level changes.
- Those streets with high footfall, seen and experienced by high numbers of pedestrians.
- Those streets, which make new connections with important emerging activity clusters, such as Lime Street Station.
- Streets, which are currently in poor condition, but which should make an important contribution to the distinctive character of the Knowledge Quarter, e.g. Rodney Street and Mount Street.

Costings are based on scheme costs for the following:

- Resurfacing existing streets with high quality natural stone materials to footways, lighting renewal and bitmac carriageways in conservation areas and prestigious walking routes.
- Resurfacing existing streets with high quality concrete materials to footways, lighting renewal and bitmac carriageways in other areas.

The public realm should provide a range of distinctive places, which are the setting for public activity. These places should derive their character from the existing cityscape and topography of the Knowledge Quarter, as well as from their primary functional role. Public spaces in the Knowledge Quarter should be carefully designed according to two clear typologies:

1. Active squares (Places)
2. Tranquil gardens

Active squares should be places where people pass through continually, where surrounding buildings overlook and animate the public space, and where it is enjoyable to linger, meet people, chat and enjoy the presence of other people in a convivial setting. For these reasons, such places will be located on the street network, orientated to maximise sunlight throughout the day and into the evening. They will not be large squares, usually maximum 40m wide, so that 4-5 storey buildings surround and enclose the space.

Tranquil gardens and courtyards should be conveniently located to people's living and working places, where they can drop in for a "bit of peace and quiet" and "room to think". They should feel safe for individuals to use, where there is passive surveillance from surrounding buildings. They should be attractive, enriching, sensory environments. They will be stimulating places, well-planted, colourful, and richly textured gardens, with light and shade, movement and fragrance. For these reasons, such places are often protected by surrounding buildings, or railings, and may be closed at night.

Squares and Gardens

Public spaces should be improved to transform the perception of the Knowledge Quarter as a people friendly, inclusive and supportive environment, and its effectiveness as a walking and cycling friendly environment. Priority for public space improvements in the Knowledge Quarter should be given to the following:

- Those spaces, which are connected to Knowledge Quarter street network, gateways and major arrival points in the district. These are mostly connected to City and Retail Streets.
- Those spaces, which provide a setting for landmark buildings, seen and experienced by high numbers of pedestrians.
- Those places, which make new places within important emerging activity clusters, such as the area around Lime Street Station.
- Spaces, which are currently in poor condition, but which should make an important contribution to the distinctive character of the Knowledge Quarter.

Costings are based on scheme costs for the following:

- Resurfacing existing squares with high quality natural stone materials to footways, lighting renewal and a small proportion of soft landscape, in conservation areas and prestigious walking routes.
- Resurfacing existing gardens with a high proportion of soft landscape materials, and a small proportion of high quality natural stone materials to footways and lighting renewal.

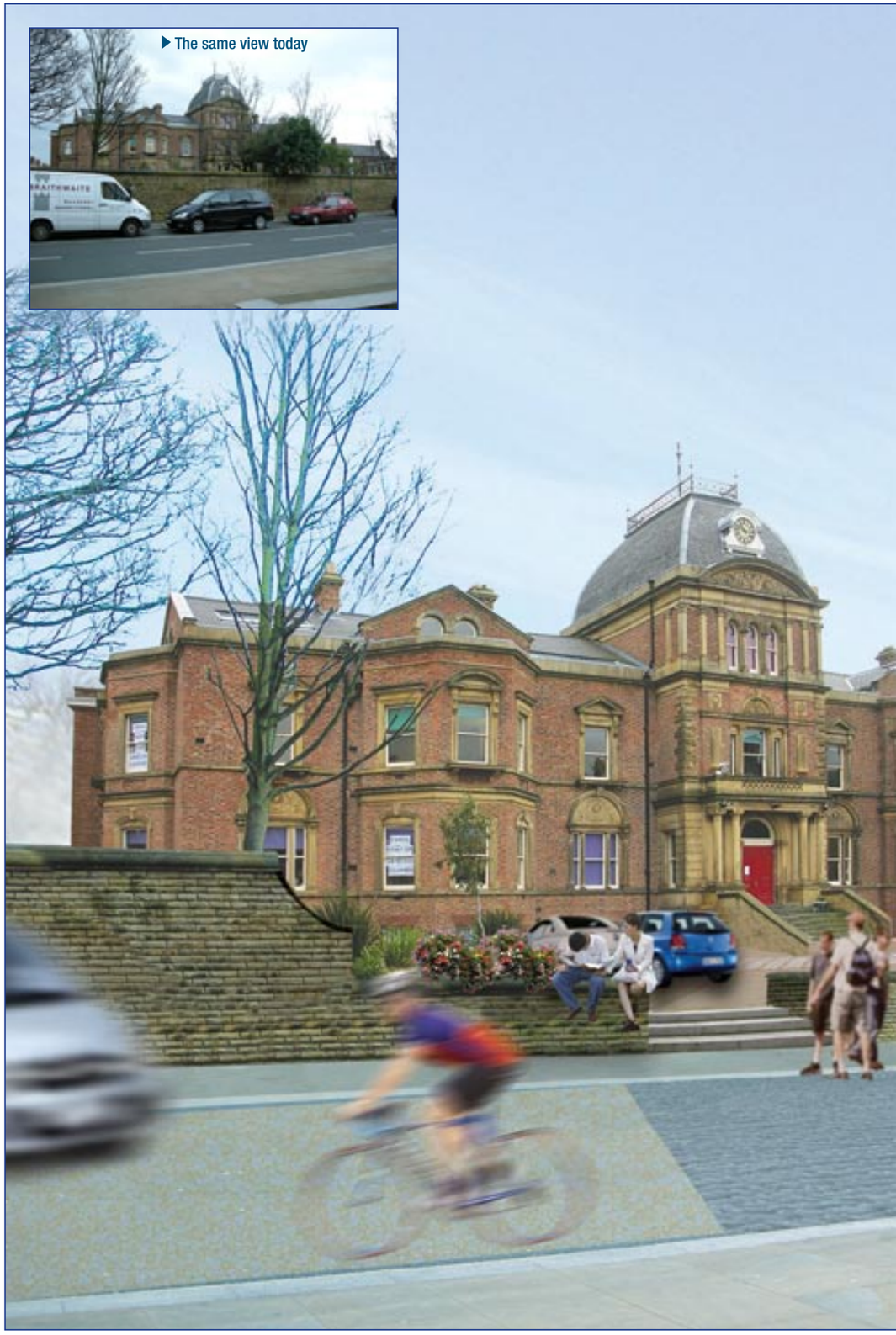
Projects

This public realm strategy has been developed into a series of projects on the following pages. These are categorised as:

- Road Improvement Projects to improve the streetscape and design of the key streets in the area.
- Place Improvement Projects to improve the most important green and urban spaces.
- Specific interventions needed to remove barriers to pedestrian movement.

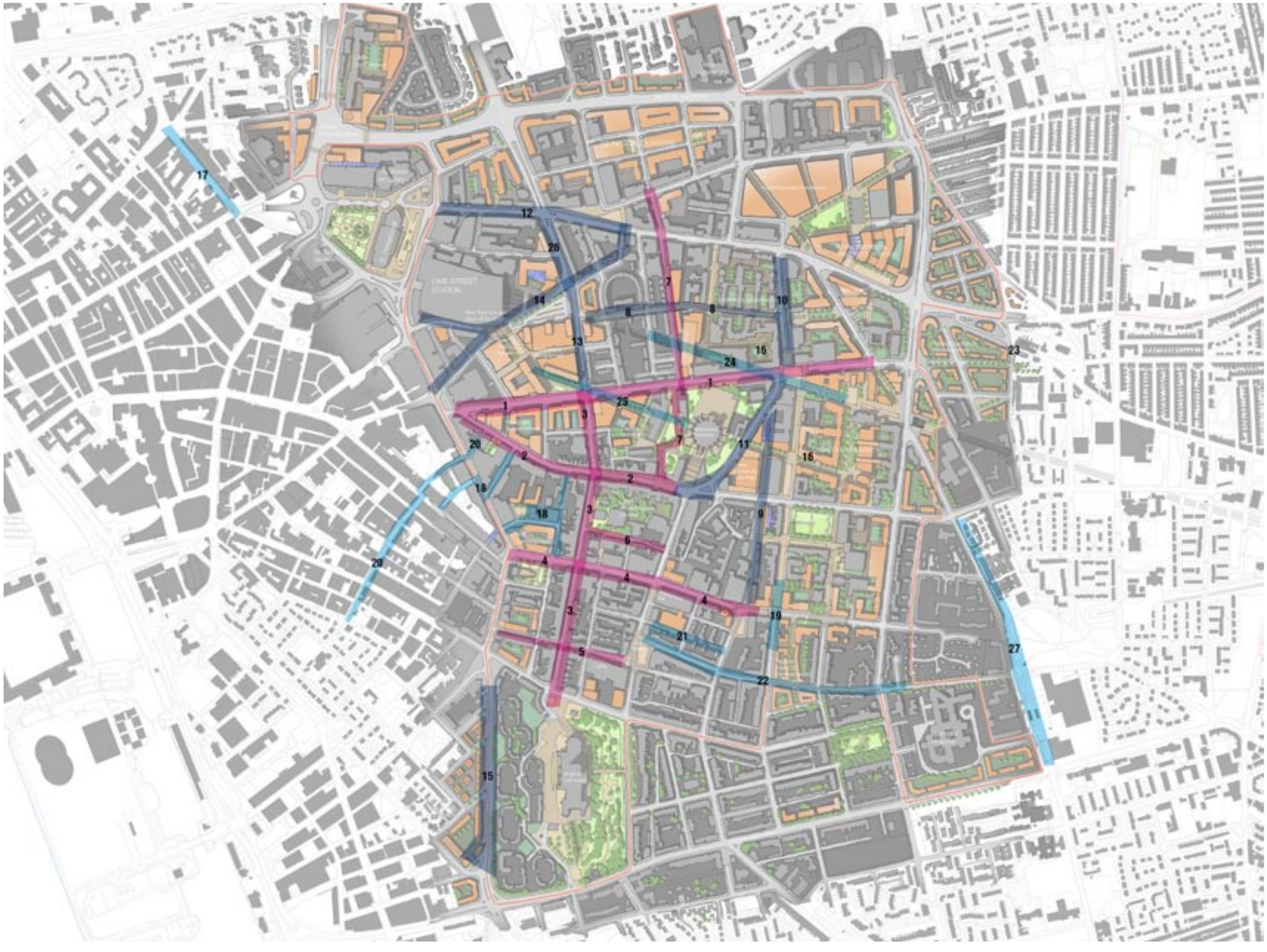
Each of the projects is prioritised based on its contribution to the overall strategy, costed and specified based on the descriptions above.

The costs include an allowance for preliminaries, but no contingencies. Possibilities may exist for significant discounting of costs if materials re-use arrangements are implemented. Smart procurement processes, which develop possibilities of recycling materials, may also impact on costings. These costings, however, assume the current procurement environment, in order to present a robust financial assessment.



▶ Indicative illustration by URBED of a new space outside Blackburne House

5:4 Road Improvement Projects



Projects/Priorities in descending order

The network of streets in the Knowledge Quarter are in need of improvement, to make them better places for pedestrian and cyclist movement. This will take place through street decluttering, repaving and new lighting.

The projects are shown on the adjacent plan. Projects are selected for their impact on:

- improving pedestrian movement on key routes
- improving streetscape in an important heritage or investment area
- nearby regeneration project.

First Priority Streetscape Projects
1 Brownlow Hill
2 Mount Pleasant
3 Rodney Street/Clarence Street
4 Leece Street/Hardman Street/Myrtle Street
5 Mount Street
6 Maryland Street
7 Duckinfield/Great Newton Street

Second Priority Streetscape Projects
8 Russell Street/Dansie Street
9 Mulberry Street
10 Ashton Street
11 Mount Pleasant (upper)
12 London Road
13 Russell Street
14 Copperas Hill
15 Great George Street

Third Priority Streetscape Projects
16 University Quadrangles
17 Hatton Garden
18 Oldham Street development area (Roscoe and Benson Streets)
19 Bedford Street/Eleanor Rathborne building
20 Newington/Slater Street cycle way
21 Hope Place/Philharmonic route
22 Falkner Street
23 Smithdown Lane cycle route
24 “Railway Axis”
25 New Cathedral - Lime Street Axis
26 Seymour Street
27 Crown Street

Street Improvement Projects

first priority

second priority

third priority

● significant ❍ partial ◆ potential ❑ not important		Street Type	Length (m)	Type 1 - Granite/ Yorkstone = £2,227 p/m lin Type 2 - Perfecta = £1023 p/m lin Type 3 - Precast Conctrete - = £805 p/m lin	Associated development site	association with development site	high footfall	prominent location	poor existing condiion	connection project	contributes to Street / place network	Timescale (years)
1	Brownlow Hill streetscape improvements	2	980	£1,002,540	Design Academy/ gallery etc	●	●	●	●	●	●	0-2
2	Mount Pleasant	1	570	£1,269,390	LJMU/ Science Park	●	●	●	●	●	●	0-2
3	Rodney Street / Clarence Street	1	700	£1,558,900	LKQ “front door”/LJMU	●	●	●	●	●	●	0-2
4	Leece Street / Hardman Street / Myrtle Street	1	560	£1,247,120	Josephine Butler House/ LJMU	●	●	●	❍	●	●	0-2
5	Mount Street	1	330	£734,910	Art College	●	❍	❍	❍	●	●	0-2
6	Maryland Street	2	200	£204,600	LJMU redevelopment	●	❍	❍	❍	❑	●	2-4
7	Duckinfield / Great Newton Street	2	740	£757,020	Science Park/ Islington	●	◆	❑	❍	◆	●	2-4
8	Russell Street / Dansie Street	2	480	£491,040	Copperas Hill/ LU/ Lime Street	●	◆	●	●	◆	●	4-8
9	Mulberry Street	2	490	£501,270	University of Liverpool	●	❍	❍	●	●	●	0-2
10	Ashton Street	2	270	£276,210	Victoria Gallery/ University Square	●	❍	●	❍	●	●	0-2
11	Mount Pleasant (upper)	1	370	£829,990	University of Liverpool	❑	❍	●	❑	❑	❑	4-8
12	London Road	2	430	£439,890	Islington	❍	●	●	❍	❍	●	2-4
13	Russell Street	2	450	£460,350	East of Lime Street	❑	❑	●	❍	●	●	4-8
14	Copperas Hill	2	600	£613,800	Lime Street station	●	◆	●	●	◆	❍	2-4
15	Great George Street	3	500	£402,500	Urban Splash	●	◆	●	❍	●	●	2-4
16	University Quadrangles	1	100	£222,700	University of Liverpool	●	❍	❍	❍	●	●	2-4
17	Hatton Garden	1	140	£311,780		❑	●	❍	❍	❍	❍	2-4
18	Roscoe Street / Newington / Benson Street	1	300	£668,100	Oldham Street development area	●	❍	❍	●	❍	●	2-4
19	Bedford Street / Eleanor Rathborne building	2	150	£153,450	Myrtle Parade	●	●	❍	❍	●	●	2-4
20	Newington / Slater Street cycle way	1	550	10% £2227 = 227 x 550 = £124,850		❍	●	●	●	●	●	2-4
21	Hope Place / Philharmonic route	1	200	£445,400	Philharmonic	❍	❍	❍	❍	●	●	2-4
22	Falkner Street	1	650	£1,447,550		❑	❍	●	❍	◆	◆	2-4
23	Smithdown Lane cycle route	3	820	10% £805 = 80.5 x 820 = £66,010		❑	◆	●	●	◆	◆	2-4
24	“Railway Axis”	2	460	£470,580		❑	◆	●	●	●	●	2-4
25	New Cathedral - Lime Street Axis	2	390	£398,970	LJMU/ College/ Science Park	●	◆	◆	❑	●	❑	2-4
26	Seymour Street	2	150		East of Lime Street			●	❍	❍	●	4-8
27	Crown Street	3	640		RLUH/ apex project	●	◆	◆		●	●	4-8

5:5 Place Improvement Projects

The plan shows the distribution of public places which will benefit from improvement. Places are categorised as Active, or Tranquil.

Active places are intense, surrounded by active frontages such as shops, and are predominantly hard surfaces. Improvements should aim to make these vibrant, active, bustling places.

Tranquil places are places to escape from the busy city, for peaceful relaxation and contemplation. These places are predominantly soft surfaces and planting. Improvements should aim to make these rich stimulating and safe environments for people and nature.

Projects are selected according to a matrix as shown on the project schedule.

Projects/Priorities in descending order

Active Squares
A1 University Square
A2 Myrtle Square
A3 Blackburne Square
A4 St Lukes Place
A5 Russell Square
A6 Monument Place
A7 Islington Squares
A8 Great Newton/Dansie Square
A9 Cathedral/Oratory Square
A10 St Georges Place
A11 RLUH Main Square

Tranquil Gardens/Courtyards
T1 Cathedral Lawn - land currently known as the 'Wilderness'
T2 Mount Gardens (associated with proposed college buildings)
T3 Maryland Gardens
T4 Liverpool University Quadrangles
T5 St James Mount
T6 St James Cemetery/Bridge of Hope

Place Improvement Projects

● significant ❍ partial ◆ potential ❑ not important		Value (£1000's)	Square Meterage	Price per Sq M Hard Landscape = £100.00 p/m2 Soft Landscape = £42.00 p/m2	Associated development	Association with investment site	high footfall	distinctive place	poor existing condiion	connection project	contributes to Street / place network	Timescale (years)
A1	University Square	750	11,140	£1,114,000	University Square/ Gallery	●	●	●	●	●	●	0-2
A2	Myrtle Square	1000	1,500	£150,000	Maghull/ LJMU/ LU	●	●	●	●	●	●	2-4
A3	Blackburne Square	600	1,300	£130,000	Maghull	●	❍	●	●	●	●	2-4
A4	St Lukes Place	750	1,500	£150,000		❍	●	●	●	●	●	0-2
A5	Russell Square	1000	1,300	£130,000	Copperas Hill/ LU route/ Islington	●	◆	●	●	◆	●	2-4
A6	Monument Place	500	2,700	£270,000	Islington	●	●	●	❍	❍	❍	0-2
A7	Islington Squares	750	7,000	£700,000	Islington	●	●	●	❍	●	●	2-4
A8	Great Newton/ Dansie Street	500	1,800	£180,000	Copperas Hill/ Science Park	●	❍	●	❍	●	●	0-2
A9	Cathedral/ Oratory Square	500	2,000	£200,000		❍	❍	●	❍	●	●	0-2
A10	St Georges Place	750	3,500	£350,000	Urban Splash/ gateway project	●	❍	●	◆	●	●	2-4
A11	RLUH main square	1500	17,871	£1,787,100	Main square as focus for hospital	●	◆	●	❑	◆	◆	2-4
T1	Cathedral Lawn	500	6,300	£264,600	Design Academy/ Science Park	●	●	●	●	●	●	0-2
T2	Mount Gardens	750	2,500	£105,000	College/ Knight Street	●	❍	●	●	❍	●	0-2
T3	Maryland Gardens	500	7,000	£294,000	LJMU	●	❍	●	❍	❍	●	0-2
T4	Liverpool University Quadrangles	500	3,300	£138,600	LU/ Gallery	●	❍	●	❍	❍	●	0-2
T5	St James Mount	1000	5,800	£243,600		●	❍	●	●	●	●	0-2
T6	St James Cemetery/Bridge of Hope	500	25,500	£1,071,000	Bridge of Hope	❍	❍	●	❍	❍	❍	0-2

5:6 Road Crossing Improvement Projects

Pedestrian movement into and through the Knowledge Quarter is currently hampered by the poor design of pedestrian crossings.

The plan adjacent identifies crossings on key pedestrian routes which will benefit from improvements, which should result in easier walking conditions, encouraging more people to walk.

Improvements will range from:

- adjusting green phases to increase pedestrian movement times.
- removing pedestrian barriers, repaving and adjusting green phase
- complete realignment of footway / traffic islands

Note that the costs shown exclude traffic modelling and fees.

Projects/Priorities in descending order

○ Pedestrian crossings

A Mount Pleasant/Rodney Street
B Brownlow Hill/Clarence Street
C Mount Pleasant/Oxford Road
D Brownlow Hill/Ashton Street
E London Road/Seymour Street
F Lime Street/London Road
G Lime Street/Copperas Hill
H Lime Street/Skelhorne Street/Bolton Street
I Brownlow Hill/Mount Pleasant
J Roscoe Street/Upper Duke Street
K Great Newton Street/Pembroke Place
L Byrom Street
M Rodney Street/Upper Duke Street
N Hatton Garden
O Old Haymarket
P Rodney Street/Hardman Street
Q Leece Street/Bold Street
R Oxford Street/Bedford Street
S Tithebarn Street

Road Crossing Projects

● significant ❍ partial ◆ potential ❑ not important		Crossing Type and Cost Type 1 = £1,500 Type 2 = £ 71,891 Type 3 = £ 143,782 * exc fees / audits etc	Value (£1000's)	Associated development site	association with investment site	high footfall	poor existing condition	connection project	contributes to Street / place network	Time-scale (years)
A	Mount Pleasant/ Rodney Street	1	70 - 80	City College/LJMU	●	●	●	●	●	0-2
B	Brownlow Hill/ Clarence Street	1	70 - 80	Design Academy/ LJMU/ Science Park/ Crypt	●	●	●	●	●	0-2
C	Mount Pleasant/ Oxford Road	2	100 - 120	Science Park/ LJMU/LU	●	●	●	●	●	0-2
D	Brownlow Hill/ Ashton Street	2	70 - 80	University Square/ Gallery	●	●	●	●	●	0-2
E	London Road/ Seymour Street	2	70 - 80	Coach Station/ Islington	●	●	●	●	●	0-2
F	Lime Street/ London Road	2	70 - 80	Links to cultural quarter/ City Campus	●	◆	●	●	●	0-2
G	Lime Street/ Copperas Hill	2	30 - 40	Copperas Hill/ Lime Street	●	●	●	●	●	2-4
H	Lime Street/ Skelhorne/ Bolton Street	2	30 - 40	Lime Street Redevelopment	❍	●	●	●	❍	2-4
I	Brownlow Hill/ Mount Pleasant	2	100 - 120	Copperas Hill/ Design Academy etc	●	●	●	●	●	2-4
J	Roscoe Street/ Upper Duke Street	2	100 - 120	Community College	●	❍	●	●	●	0-2
K	Great Newton Street/ Pembroke Place	1	100 - 120	School of Tropical Medicine/ Islington	●	❍	●	●	●	0-2
L	Byrom Street	3	30 - 40	Cotton Building/ LJMU campus	●	●	●	●	❍	0-2
M	Rodney Street/ Upper Duke Street	2	70 - 80		❍	●	●	●	●	0-2
N	Hatton Garden	3+	100 - 120		❍	●	●	●	●	0-2
O	Old Haymarket	2	100 - 120		❍	●	●	●	●	0-2
P	Rodney Street/ Hardman Street	1	70 - 80		❍	●	●	●	●	0-2
Q	Leece Street/ Bold Street	2	80 - 100		❍	●	●	●	●	0-2
R	Oxford Street/ Bedford Street	1	100 -120	Myrtle Parade	●	❍	❍	●	●	2-4
S	Tithebarn Street	2	70 - 80		❍	❍	●	●	❍	0-2

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