

This plan shows the proposed changes to take place at the Stevenson Sqaure area of the Northern Quarter

- The prohibition of driving on Oldham Road between Hilton Street and Dale Street will be removed.
- On Hilton Street, existing pay and display parking bays will be removed. Traffic will run one way from Oldham Street junction to Tib Street junction, with a contraflow cycle lane and disabled parking bay added.
- At the junction of Oldham Street and Hilton Street, signals for pedestrians and cyclists will be added.
- Traffic on Hilton Street between Oldham Street and Spear Street will travel one way in a south-east direction. Access will be allowed for loading and for hackney carriages to access a new taxi rank on the north side of Hilton Street; for cyclists there will be a 1.5metre-wide contraflow cycle lane on the south side of Hilton Street.
- Hilton Street will feature new wider footpaths on both sides of the section between Little Lever Street and Newton Street. This section will have one-way traffic running north west. The loading bay outside 20 Hilton Street will be removed, the loading bay outside 18 Hilton Street will be retained, and a 1.5metre-wide contraflow cycle lane will be installed on the north side of this section of Hilton Street.
- The junction of Newton Street and Hilton Street will be upgraded, including signals for pedestrians and cyclists to cross, and an 'advanced release' for cyclists.
- On Hilton Street between Port Street and Newton Street, traffic currently runs one way in a north-west direction; the existing loading bay outside no. 39 will be relocated on the opposite side to allow for a contraflow cycle lane on the north side of Hilton Street. The loading bay will be moved to the opposite side, where the footway will be widened.
- On Hilton Street between Port Street and Newton Street, traffic currently runs one way in a north-west direction; the existing loading bay outside no. 39 Hilton Street will be relocated on the opposite side to allow for footway widening and a contraflow cycle lane on the north side of Hilton Street.

- Bollards (which can be removed for access for events and/or maintenance) and street furniture will be installed to ensure that vehicles are not able to enter the square.
- On Spear Street, access will be kept as it currently is, for servicing and loading. The pavement outside 33 Spear Street will be extended into the road next to a repositioned loading bay and pay and display bays will be removed.
- Stevenson Square bus stops will be removed and the area pedestrianised. The square will include new seating, bike racks and planted 'sustainable drainage systems', subject to available underground space. Some existing trees and cycle racks will need to be moved to create a more open space, and where space and underground pipes and cables allow, additional planting will be done, subject to surveys to determine exact locations and numbers.
- A two-way cycle lane will run through the square, at the same level as the footway. Tactile paving for pedestrians will be added at designated crossing points, and more cycle wayfinding signs will be installed. The existing taxi rank to be removed and relocated with shared loading facilities on Lever Street next to Stevenson Square and pay and display parking bays will be removed. On Port Street, the four parking spaces outside number 40 and Hilton House will be removed and replaced with new double yellow lines to the north of Stevenson Square:
- New pedestrian tactile paving will be installed at the junction of Oldham Street, Whittle Street and Warwick Street.
- Additional trees and other planting (using sustainable drainage systems where possible) will be added to the south-east side of Lever Street, as part of the City of Trees project; this will be subject to available space and the position of underground pipes and cables (water, electric, gas, telecoms etc

