

4

ACCESS AND MOVEMENT

4.1 INTRODUCTION

This chapter focuses on the key access and egress routes for Manchester Arena and its immediate surrounding.

For the immediate surroundings of the venues more details can also be found in Chapter 6 Public Realm.



Victoria Station - Trains



Metrolink Tram Network

4.2 PUBLIC TRANSPORTATION

The site is almost uniquely accessible for a major Events Arena through its location in the heart of the city centre and being served by excellent public transport. It is directly adjacent to Manchester Victoria Station, which provides regular train services to Manchester Airport, Leeds, Newcastle, Liverpool, and other destinations within Greater Manchester and Lancashire. The Manchester Metrolink tram network also serves Victoria station. Trams run south to Manchester Piccadilly station, north to Bury, and south west to Manchester Deansgate station and onto Altrincham and Eccles. The site is also located within close proximity to a number of local bus services and the free Metroshuttle bus service, which links the main rail stations and various attractions in Manchester City Centre.

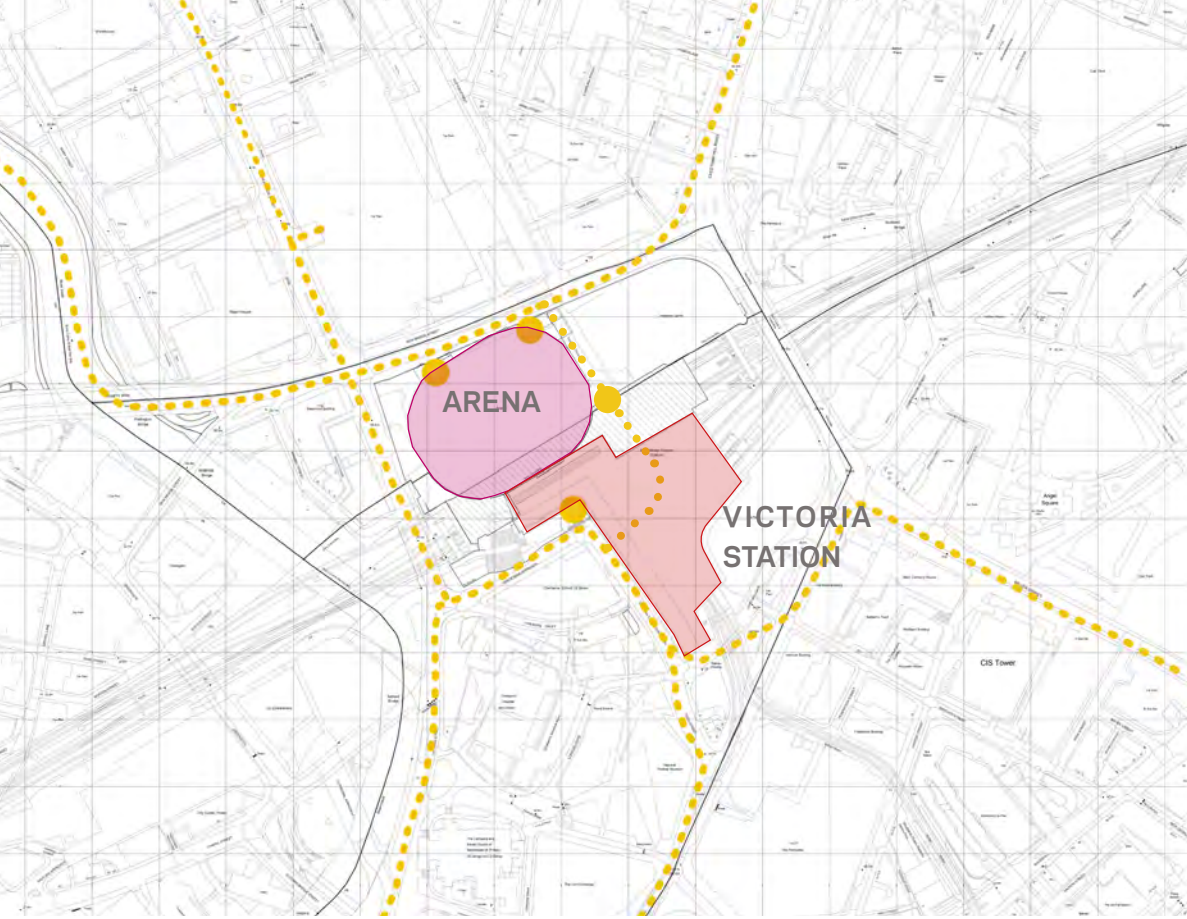
This close proximity means the event goer benefits from numerous sustainable transports options.



4.3 PEDESTRIAN

4.3.1 ARRIVAL

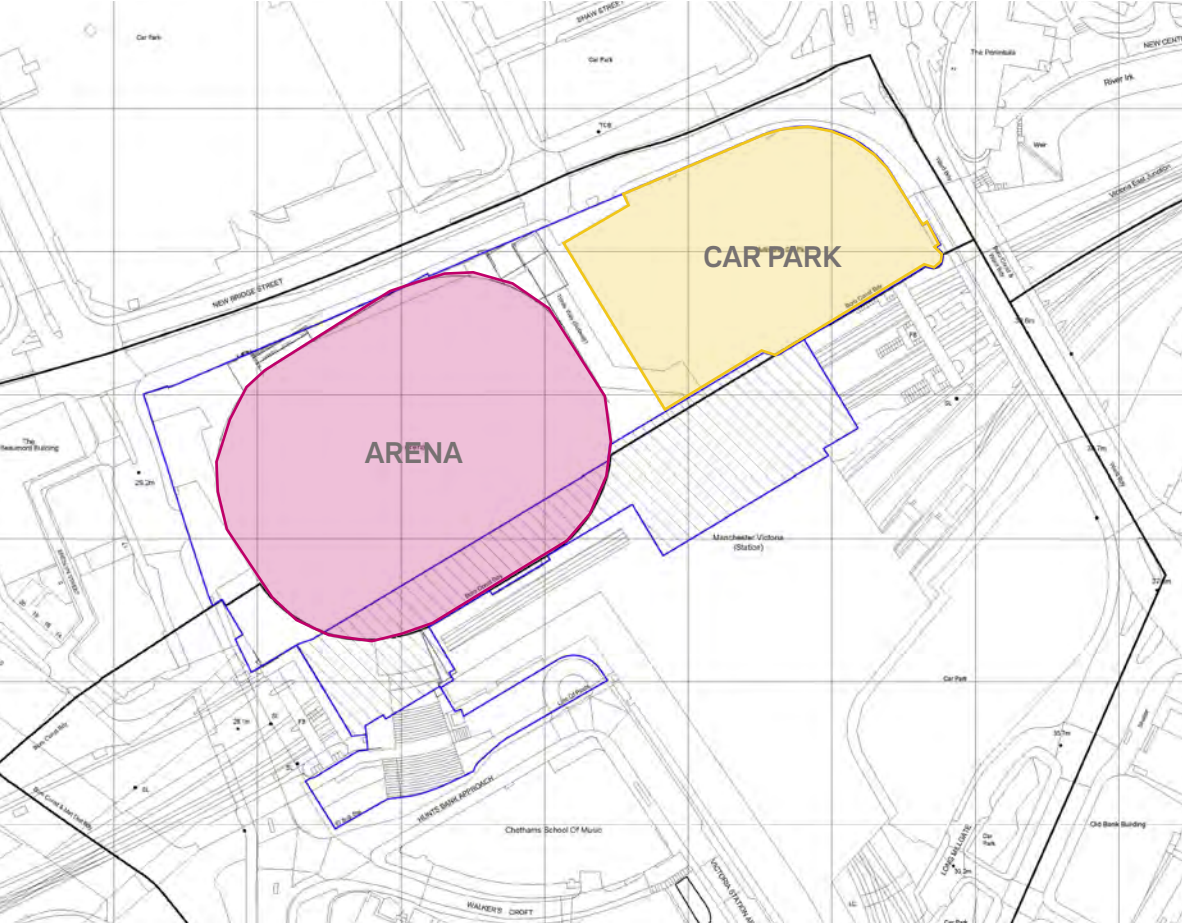
The site is located within Manchester City Centre, which hosts a wide range of services and amenities. The site is also within walking distance of the City Centre Primary Shopping Area, within which the Arndale Shopping Centre is located. Most importantly is the proximity to Victoria Station transport hub, few arenas in the world have such good connectivity, and the new entrance interventions enhance the flexibility of the venue to connect with the Station, whilst also enhancing the pedestrians experience.



4.4 CAR PARKING

The site is also adjacent to a multi-storey car park, which is operated and managed by NCP Manchester and has a capacity of 900 car parking spaces. In addition, approximately 3,500 spaces within 10 minutes' walk serve Manchester Arena.

No additional parking provision is provided as part of this application. However a drop off for people with Disability is considered adjacent to the proposed ramp intervention



4.5 CYCLE

The new design for Hunts Bank incorporates additional 5 cycle racks frames primarily for the occupants of the Arena Point building, but also event goers.

4.5 INGRESS AND EGRESS

The proposed addition of an egress route from the arena floor directly onto Trinity Way will enable the arena to welcome greater volume standing guests to the venue.

Increasing the number of egress points will result in quicker, steadier and more efficient flows of footfall from and to the adjoining transport hubs and surrounding bars and restaurants, thus reducing crowding outside the site's perimeter.

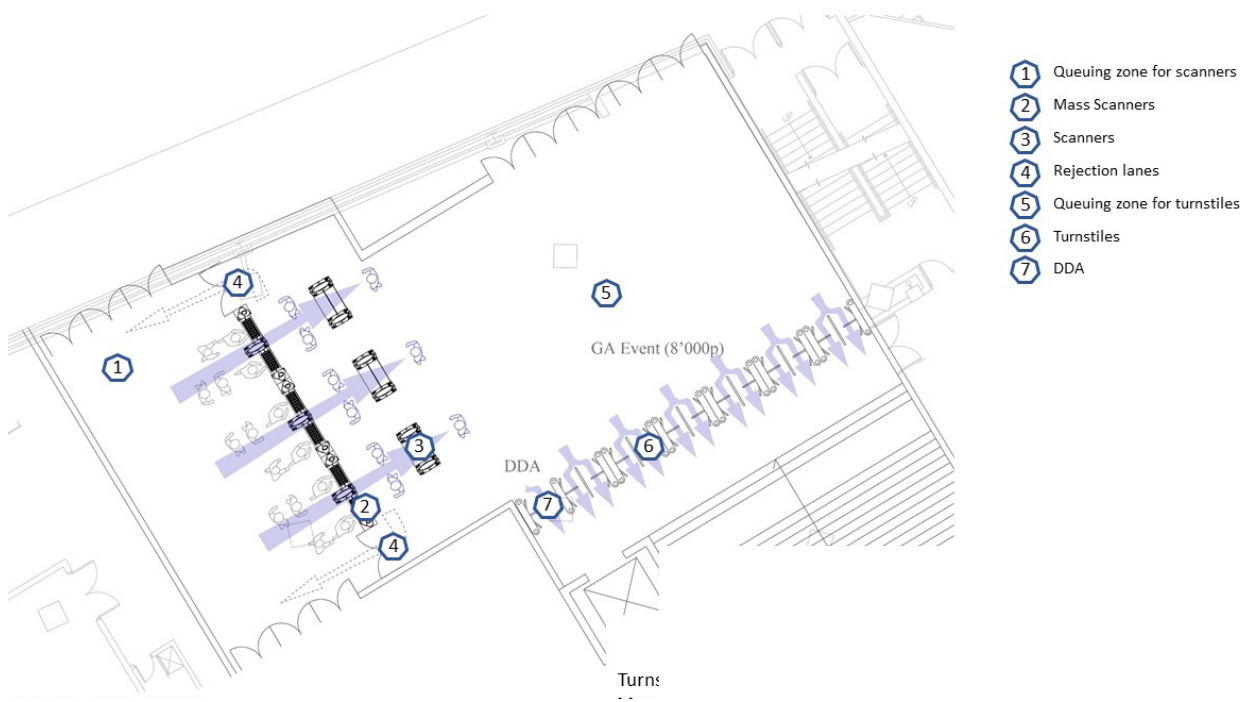
The Arena's operation of these new entrances will maintain the same high standards which are equal to or better than current requirements under premise licence and emergency strategy for evacuation. Essentially, the creation of such additional useable space will expedite operations, reduce the impact on our neighbours and provide a more enjoyable experience for the guest.



- 1 Queuing zone for scanners
- 2 Mass scanners
- 3 Scanners
- 4 Queuing zone for turnstiles
- 5 Turnstiles



4.6 INGRESS AND EGRESS



4.7 VENUE CAPACITY ENHANCEMENT

The amendments to the current Venues, Entrance & Egress will not only allow more operational flexibility, but with internal amendments will also allow more overall capacity and premium hospitality provision. In particular the new design will leverage the event floor, increasing standing capacities, for Dance & Rock Events from 3,600 to over 6,000 people in standing mode. The overall venue capacity of the venue can be increased from the current maximum capacity of 21,000 to over 24,000

4.8 EMERGENCY VEHICLES

Emergency vehicle access to the building will be maintained as per the current strategy.

