
126431 - Etihad Arena

1 message

Muniza Usmani [REDACTED]

1 June 2020 at 11:46

To: Jennifer Atkinson [REDACTED]

Cc: Neil Bayliss-Rowe [REDACTED]

Hi Jen

As discussed, TfGM have provided the following additional comments relating to the modelling which also require including as part of the TA review:

x7: Ashton New Road / Alan Turing Way**Baseline:**

- No cruise times/speeds on any of the links
- Ashton New Road East arm hasn't been signalised

Future:

- Same as in base

x21: Bradford Road / Hulme Hall Lane**Baseline:**

- No cruise times/speeds on any of the links

Future:

- Same as in base

x20: Briscoe Lane / Hulme Hall Lane**Baseline:**

- No cruise times/speeds on any of the links

Future:

- Same as in base

x1148: Alan Turing Way / Sportcity Way**Baseline:**

- Missing a 3-1 phase delay
- No cruise times/speeds on any of the links

Future:

- Same as in base

x76: Oldham Road / Hulme Hall Lane / Queens Road**Baseline:**

- No issues

Future:

- Same as in base

x10: Pottery Lane / Ashton Old Road / Alan Turing Way**Baseline:**

- No cruise times/speeds on any of the links

Future:

- Same as in base

Rowsley Street Model

Baseline: Junctions 8 file so unable to open

Future: Junctions 8 file so unable to open

It should be noted that the Ashton New Rd (East) Lanes is signal controlled which hasn't been replicated in the model.

It should be highlighted that the modelling in principle, in terms of the methodology is acceptable, however, the actual results could vary given the flows used are incorrect.

Alan Turing Way/Gibbon Street

MCC/TfGM note that the junction of Alan Turing Way – Gibbon Street – Asda should also be included in the assessment work.

Other

Consideration should also be given to the following:

- Impact on the network of traffic movements for a matinee event and the follow-on evening event coinciding and generating an extended and uninterrupted period of above average traffic.
- Impact of the coincidence of a weekend matinee performance at the venue and an afternoon kick off at the stadium on the retail access.

Thanks

Kind regards

Muniza Usmani

Engineer

Highways Service, Growth and Neighbourhoods Directorate

(PLEASE NOTE: WORKING FROM HOME UNTIL FURTHER NOTICE)

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Jennifer Atkinson

Re: [EXT] Re: 126431/FO/2020 - Arena application

1 message

Muniza Usmani

31 July 2020 at 12:33

To: Jennifer Atkinson

Cc: Neil Bayliss-Rowe

Hi Jen

I have discussed the following with TfGM:

Spice Girls Data

- The data provided is shown as percentages, actual numbers should also be given to get a better idea of the scale of each event.
- The Agent should refer to the journey time information provided by TfGM to better present impacts on the highway of each event (see other email).
- The demographics of attendees should be discussed as this also affects impacts on the highway eg. Taylor Swift attracts a younger audience who are dropped off whilst Muse attracts an older audience who will access the venue from the City Centre etc.

PICADY and Modelling.

It is noted that event day conditions significantly impact the operation of the nearby junctions. A list of factors is provided in the email on model validation from Arup included in the report. Further commentary is required on how these factors impact the network operation and subsequently impact the modelling.

Ashton New Road/Alan Turing Way junction

The most recent junction design is not reflected in the modelling. There should be a commitment to review the junction operation and update the model as required

ASDA/Gibbon Street junction

This junction is manually controlled during events however it is recommended that there is a commitment to keep the junction under review and maintain dialogue with various stakeholders (ASDA) to ensure that any issues that may arise are quickly and efficiently resolved.

SportCity Way/Alan Turing Way.

Further discussions required

Walking and Cycling

The improvements proposed are welcomed but additional commitment is required to improve on-street walking and cycling facilities. There should be a commitment to review on-street pedestrian/cycle routes (eg. Store Street, Pollard Street, Old Mill Street etc) to/from Piccadilly Station to the Campus. The Applicant should contribute funding to improving these routes.

RPZ, Coach parking, Marshalling, Metrolink, Shuttle Buses, Pick-Up /Drop Off

Noted - no further comments at this time.

Thanks

Kind regards

Muniza Usmani

Engineer

Highways Service, Growth and Neighbourhoods Directorate

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On Tue, 30 Jun 2020 at 15:35, Jennifer Atkinson wrote:

Muniza

Please can you review?

Many thanks

Jen

Jennifer Atkinson
Principal Planner
Development Management North
Planning Building Control and Licensing - Growth and Development
Manchester City Council

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----- Forwarded message -----

From: **Feekins, Laura** [REDACTED]
Date: Tue, 30 Jun 2020 at 15:19
Subject: RE: [EXT] Re: 126431/FO/2020 - Arena application
To: Jennifer Atkinson [REDACTED]
Cc: Cooper, John [REDACTED] Chatfield, Jennifer [REDACTED]

Hi Jen

In accordance with your request under Regulation 25 of the 2017 EIA Regulations, please find attached an updated version of the Technical Note prepared by Buro Happold responding to the matters raised by MCC Highways and TfGM.

I have re-attached the input files as well.

Kind regards

Laura

Laura Feekins

Assistant Director | Deloitte LLP

D [REDACTED] | M: [REDACTED]
[REDACTED] | www.deloitte.co.uk

From: Feekins, Laura
Sent: 17 June 2020 09:59
To: Jennifer Atkinson [REDACTED]
Cc: Cooper, John [REDACTED] Chatfield, Jennifer [REDACTED]
Subject: RE: [EXT] Re: 126431/FO/2020 - Arena application

Hi Jen

Please find attached a response to the comments raised, prepared by Buro Happold with input from Arup.

Kind regards

Laura

Laura Feekins

Assistant Director | Deloitte LLP

[REDACTED] | M [REDACTED] [REDACTED]

[REDACTED] | www.deloitte.co.uk

From: Jennifer Atkinson [REDACTED]
Sent: 01 June 2020 11:54
To: Grant, Eve [REDACTED] Feekins, Laura [REDACTED]
Subject: [EXT] Re: 126431/FO/2020 - Arena application

Laura

As discussed this morning, highways have reviewed the comments by Asda. I would therefore like to request the following additional technical information under regulation 25 of the EIA regs

The following additional modelling required:

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- Impact of the coincidence of a weekend matinee performance at the venue and an afternoon kick off at the stadium on the retail access.

Many thanks

Jen

Jennifer Atkinson

Principal Planner

Development Management North

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On Wed, 13 May 2020 at 13:30, Jennifer Atkinson [REDACTED] wrote:

Dear Eve and Laura

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 ("THE EIA REGULATIONS")

FURTHER INFORMATION AND EVIDENCE RESPECTING ENVIRONMENTAL STATEMENTS UNDER PART 5 REGULATION 25(1)

Thank you for your recent submission of planning application 126431 for the proposed multi use arena at South Of Sportcity Way, East Of Joe Mercer Way, West Of Alan Turing Way And North Of The Ashton Canal At The Etihad Campus Manchester.

I am in receipt of comments from statutory consultees following the commencement of the statutory consultation process on this planning application. Below is a request for further technical information relating to traffic and transport to supplement the environmental statement in order to reach a reasoned conclusion on the likely significant effects of the development.

Trip Generation

The assessment work mostly applies existing data at the Etihad Stadium and other facilities similar to the proposed development.

For the wider network impact, the basis of the analysis is origin data for the Spice Girls concert only. It could be argued that a Spice Girls concert may attract a different demographic compared to other types of events. It should be noted that as part of the pre-application discussions, it was advised that a wider range of events should be used for the analysis as the Spice Girls concert wasn't a completely typical event.

The traffic diagrams for the highway network which show baseline / development and distribution trips should be provided as these are required in order to validate the turn movements that have been inputted into the models.

The TA does not describe whether there is other parking available within the vicinity of the development such as unrestricted on road parking which could affect trips. This should be confirmed and detailed.

Junction Assessments

The PICADY outputs in the TA are illegible. Clear extracts of the outputs are required to validate the junction analysis.

Modelling

There are plans to upgrade the junction of Alan Turing Way/Ashton New Road to a cyclops style junction. It is unclear if the existing junction arrangement or the proposed junction arrangement has been modelled - this should be clarified. There is likely to be a requirement to change the models to reflect the proposed design.

With reference to Section 4.7.5 of the TA, tabulating the results of the surveys would have been useful to understand how the road network is operating. This is the actual behaviour rather than modelled results. Fifteen-minute (or similar) time periods can be shown from the surveys. This isn't available from the LINSIG modelling. Furthermore, the junctions run on SCOOT day to day and LINSIG isn't able to correctly model SCOOT. For match days, the timings are controlled by Fixed-Time and manual control by the stewards. It is suspected that the LINSIG timings used are 'optimised' timings rather than the actual timings running.

The results presented for the match situation are much lower than in reality. It is suspected that this is because only the traffic passing the stopline is counted. The survey data needs re-assessing and the actual traffic conditions (and 'suppressed' demand) should be represented in the modelling.

Additionally, the results per road should be presented; not the overall junction. This provides a much clearer view of the operation of the junction. The delays and queues should be included in the results.

The tables presenting the information are confusing. This is because it is necessary to keep referring back to code letters describing the scenarios.

The situation for matches is presented as operating over-efficiently. This raises questions about the remaining analysis and will be an area that could be subject to criticism. This is replicated with the results of the match situation with much lower flows reported. This is not an accurate representation of onsite conditions. After the match, there is a continuous flow of pedestrians and buses along Ashton New Road and as such there is no traffic flowing.

The traffic increases for matches should be presented using the ATC data at the various data collection points. It should be noted that the LINSIG models have not yet been audited. Clarification is sought as to whether the food and retail outlets will be open when there are events or at all times. The latter should be assessed separately if they are operating at different times to the Arena.

In respect of Section 6.3.15, this doesn't actually appear to be the worst-case scenario. Evidence based upon previous concerts at the Etihad Stadium should be used or if that information isn't available then sensitivity tests should be carried out with a higher proportion of private vehicle trips.

The results shown in Section 7.1.42 should be presented on a link by link basis and should include delays and queue lengths. It should be highlighted that in terms of Section 7.1.44, there are no traffic problems anticipated at normal events at the stadium because the traffic volumes will be less than a normal football match.

With reference to Table 7.14, the increase in traffic flows doesn't actually describe the impact. The percentage increase in traffic volumes should also be provided in this section of the TA as well as the traffic delays before and after. Traffic flow changes don't describe the impact of the event on a wider scale as requested previously requested.

I would be grateful if you could consider the above points and provide an appropriate addendum report to the environmental statement.

I will provide you with a summary of other comments which do not affect the technical chapters in the environmental statement shortly.

Best wishes

Jennifer

Jennifer Atkinson

Principal Planner

Development Management North

Planning Building Control and Licensing - Growth and Development

Manchester City Council

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