
Fwd: [EXT] 126431 - Arena

1 message

Jennifer Atkinson <j.atkinson@manchester.gov.uk>
To: Planning MCC <planning.tst@manchester.gov.uk>

19 August 2020 at 13:39

Please can you upload this and mark and sensitive.

thanks

Jen

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

From: **Cooper, John** <johncoop@deloitte.co.uk>
Date: Wed, 19 Aug 2020 at 13:27
Subject: [EXT] 126431 - Arena
To: Jennifer Atkinson <j.atkinson@manchester.gov.uk>

Hi Jennifer,

Thank you for sending through the comments below. I have added in blue text further responses to each of the points raised.

As discussed, I would be grateful if we could organise a meeting to run through these points together with how the commitments to mitigation will be secured through the s106.

Regards

John

From: Jennifer Atkinson <j.atkinson@manchester.gov.uk>
Sent: 03 August 2020 13:39
To: Feekins, Laura <lfeekins@deloitte.co.uk>
Subject: [EXT] 126431 - Arena

Laura

I have some comments from highways on the recent updated modelling you provided.

They still require some additional details

I understand journey time data was provided to the highways consultant that is presented in a straightforward format. Could you add column (s) to the table to show the impact (predicted journey times) of 2 coincident events?

Appendix A attached to this email contains the tables showing the predicted journey times when coincident events occur at the Etihad Stadium and at the OVG Arena across the assessed periods. The predicted journey times are shown on the nine routes identified within the TAA.

In terms of the other comments, please see response below:

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 above points).
- 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.

Appendix B attached to this email contains the concert trip distribution percentages as actual numbers scaled to the maximum OVG Arena capacity (up to 23,500 spectators).

Regarding the demographics of attendees at different concert events and how this may impact on journeys to the Arena, Buro Happold has reviewed again the data available from the concerts at the Etihad and there is nothing further they can use to demonstrate this difference quantitatively other than what has already been provided to MCC. With regard to the impact of pick-up and drop off on the local highway network, which has been considered in the TA, the following points apply.

It is acknowledged that different bands will generate different audience demographics and this will influence their final mode of travel to the Arena. Where a younger audience profile

is generated, such as for a concert like Taylor Swift, then we would expect more people to be dropped-off and picked up, compared with an older audience who may make more use of city centre facilities before travelling to the Arena by walking or other modes. The impact of pick-up and drop-offs, including for coincident events have been considered in the mitigation strategy presented in the TA. As stated, subject to agreement with MCC and other stakeholders, it is proposed to extend the existing taxi rank along the full length of Rowsley Street and onto Philips Park Road. To improve the use of the bays and reduce potential for vehicle/pedestrian conflict, temporary traffic management measures could be implemented via a temporary traffic regulation order, to provide a one-way route along Rowsley Street and Philips Park Road. This would improve the efficiency of the pick-up and drop off operation, resulting in an 'airport-style' operation managed by traffic marshals. It would also work in conjunction with the temporary closure of Ashton New Road for major event days. The TA illustrates such a pick-up and drop off option, whereby space could be provided for approximately 70 vehicles in a managed ranking facility along the kerbside. Assuming an average of two ticket holders travelling in each vehicle, this equates to space for 140 visitors at any one time. This is then multiplied as vehicles arrive and depart providing even more capacity. The pick-up and drop-off facility would be heavily advertised and promoted via all information portfolios including technological and digital platforms. If there is a particular event with a very young demographic resulting in a significant increase in the likelihood of drop off and pick up, which coincides with a stadium event the Arena, then the operator will evaluate further contingency plans including off-site provision. The operator has identified a number of possible options within the vicinity and would have discussions with the appropriate land owner to secure potential temporary evening access for the duration of the event. It should be stressed that given the expected number of coincident weekday events and the variable demographic profile of events this is expected to happen extremely infrequently and would be assessed as part of the operational event plan. In this way the impacts of different types of band playing at the Arena and their varying local impacts on the local highway network have been considered.

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.

The factors noted in the Arup email referred to (e.g. post-match closures of junctions, manual management of traffic signals, pedestrians walking within the carriageway, Taxi/drop-off u-turns) were highlighted as limitations of the appropriateness and capability of standard traffic junction modelling software to accurately represent on-site conditions on a matchday. As such, non-matchday scenarios were used as the primary means of validating junction models as these scenarios are more typical of the traffic conditions and driver behaviours that these software tools have been designed to model.

However, as noted in the email, the model validation undertaken included all scenarios assessed in the TA (including matchdays) by comparing observed and modelled queues. As such, the matchday models presented in the TA are considered to accurately represent the matchday conditions and network operation on matchdays. The commentary presented in the TA on the operation of the network therefore already incorporates the effect of the above factors.

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.

It was discussed at our last meeting with MCC Highways and the LPA that the assessment already provided should be sufficient for the purpose of this application. In this regard, our previous response to this request highlighted that the assessment was undertaken following scoping discussions and additionally it was noted that the new junction arrangement will be an enhancement over the current situation and therefore it should operate more effectively. We do not therefore consider this request to be necessary or appropriate

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.

This is agreed

SportCity Way/Alan Turing Way

Further discussions required

We suggest any points here are covered in our follow up meeting.

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.

We suggest this point is also covered in our follow up meeting as it requires further discussion.

Can the above points be reviewed with your highways consultant and then we can discuss?

Thanks

Jen

Jennifer Atkinson

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2 attachments



Appendix A - TfGM Journey Time Data V1.pdf
610K



Appendix B - Concert Trip Distribution Data.pdf
43K