

Design Philosophy – Queue Zone for ‘Trams to Manchester’

Before the preparations for the North Stand expansion commenced, the queue for ‘Trams to Manchester’ was always the most difficult to manage after an event, as large numbers of people waited for trams back to the city centre in a space which, at that time, contained various physical constraints.

This issue was understood by all stakeholders, so the brief given to the architects for the North Stand Development requested that they orientated future buildings in a way which would create additional space for this queue zone. The E-W cranked orientation of the hotel proposal is a direct result of this brief.

We attach planning drawing NSE-POP-ZZ-00-DR-A-000600 Rev 04 which was submitted as part of the application. This shows how the overall ‘queuing zone’ in this area (hatched blue) was designed to be a large flexible space. Crowd modelling shows that, at certain times after multiple events, this whole blue hatched area could be full of queuing people. The direction from which crowds arrive at this space will also differ according to the venue holding the event / combination of events. The intention therefore is that, outside of the light blue covered Metrolink area, the pedestrian barriers used on an event day to manage queues within the darker blue hatched area can be arranged in different ways to suit the size of event / combination of events. Any queue outside of the covered light blue Metrolink area is therefore considered as a flexible ‘pre-queue’ zone, allowing different operational plans in the space before the queue reaches the covered formal queue zone. This flexible area is owned by a number of different landowners, all of whom understand the need for adaptable queue management in this space. For clarity these land ownerships are indicated on the extract plan below:

