



Project Taverna

Crowd Movement Impact on the Etihad Campus

03 March 2026



METADATA

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Gutteridge Haskins & Davey Limited | 05528602

Contact: Alex McCarthy | GHD
25 Farringdon Street, 10th Floor
London, EC4A 4AB, United Kingdom

T +44 203 077 7900 | **E** movementstrategies@ghd.com | **movementstrategies.com** | **ghd.com**

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EXECUTIVE SUMMARY

Manchester City Football Club (MCFC) is looking to construct a standalone Immersive Event Space to the northeast of the Etihad Stadium (southeast of Forge Lane Bridge), within the area described as the Collar Site. The venue will have capacity for up to 600 guests and be operated by 190 staff, and a floor area of approximately 3,000 sqm, spread over three floors. The Immersive Event Space sessions are likely to coincide with events at the Etihad Stadium and Co-op Live. MCFC would like to understand if the proposed layout and operation of the Immersive Event Space will have an impact on the pedestrian circulation capacity available on event days.

The analysis in this report provides a high-level assessment to determine if the planned operations have any impact on the pedestrian network for the following scenarios:

- Baseline Scenario: Taverna only Egress
- Scenario 3: Stadium Hard Egress + Taverna Ingress
- Scenario 4: Stadium Hard Egress and 30-min Offset Arena Egress + Taverna Egress
- Scenario 5: Simultaneous Stadium Hard Egress and Arena Egress + Taverna Egress
- Scenario 6: Arena Egress + Taverna Egress
- Scenario 9: Simultaneous Stadium Hard Egress and Arena Ingress + Taverna Ingress

Please note that the scenario numbers reflect scenarios selected from document ***Etihad Campus Site Wide Crowd Modelling – Performance of Pedestrian Circulation Routes, 12 December 2024***. The complete scenario list is presented later in this report, for ease of reference.

EXECUTIVE SUMMARY



This report makes reference to the ***Etihad Campus Site Wide Crowd Modelling – Performance of Pedestrian Circulation Routes (20/12/2024)*** document, which has been used to determine the impact of crowd movement for the Etihad Stadium and Co-op Live. This assessment overlays the additional pedestrian demand associated with the Immersive Event Space to determine the level of impact, if any. The measure used in this high-level assessment is flow rates (persons per minute per metre width), with a maximum agreed threshold of 66 persons per minute per metre width (two-way flow). A summary of the results for each scenario review are:

Selected Scenarios Assessed	Impact on existing pedestrian network?	Management requirements
Baseline Scenario: Taverna only Egress Demand	No significant impact on the network	No additional management required
3: Stadium Hard Egress + Taverna Ingress	No significant impact on the network	No additional management required
4: Stadium Hard Egress and 30-minute Offset Arena + Taverna Egress	No significant impact on the network	No additional management required
5A: Simultaneous Stadium Hard Egress and Arena Egress + Taverna Egress	No significant impact on the network	Monitor the level of congestion on CityLink Taverna guests using Alan Turing Way may need to be managed as they cross spectators in the Special Operations Measure one way system
5B: Simultaneous Stadium Hard Egress and Arena Egress + Taverna Egress with no northbound flow on Alan Turing Way	No significant impact on the network	Monitor junction of Joe Mercer Way / Sport City Way
6: Arena Egress + Taverna Egress	No significant impact on the network	Monitor south side of Alan Turing Way
9: Simultaneous Stadium Hard Egress and Arena Ingress + Taverna Ingress	No significant impact on the network	Monitor the level of congestion on CityLink

The Immersive Event Space has no significant impact on the pedestrian network.

ETIHAD CAMPUS AGREED OPERATIONAL SCENARIOS

The following list sets out the operational scenarios agreed for the Etihad Campus. The worst-case scenarios for normal operation have been agreed with MCFC reviewed as part of this assessment.

Scenario 1: Stadium Ingress

Spectator pre-event arrivals at the Stadium building line with a peaked arrival profile.

Scenario 2: Stadium Soft Egress

Spectator post-event departures from the Stadium with a soft departure profile.

Scenario 3: Stadium Hard Egress*

Spectator post-event departures from the Stadium with a hard departure profile.

Scenario 4: Stadium Hard Egress and 30-min Offset Arena Egress*

Spectator post-event departures from the Stadium with a hard departure profile and an Arena event departure commencing 30 minutes after the end of a football match (Normal Operation).

Scenario 5: Simultaneous Stadium Hard Egress and Arena Egress*

Spectator post-event departures from the Stadium with a hard departure profile and a simultaneous Arena event departure (Special Operation).

Scenario 6: Arena Egress*

Arena post-event departures.

Scenario 7: Stadium Evacuation

Full Stadium evacuation during an event

Scenario 8: Simultaneous Stadium and Arena Evacuation

Full Stadium and Arena evacuation during events at both venues

Scenario 9: Simultaneous Stadium Hard Egress and Arena Ingress*

Simultaneous spectator hard departures from the Stadium with an Arena pre-event arrivals.

**scenarios considered as part of Project Taverna*

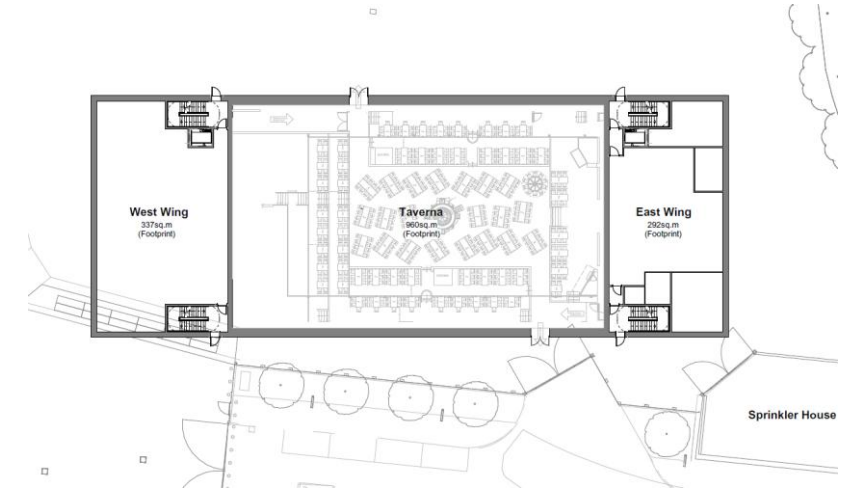
ASSUMPTIONS

Project Documents referenced:

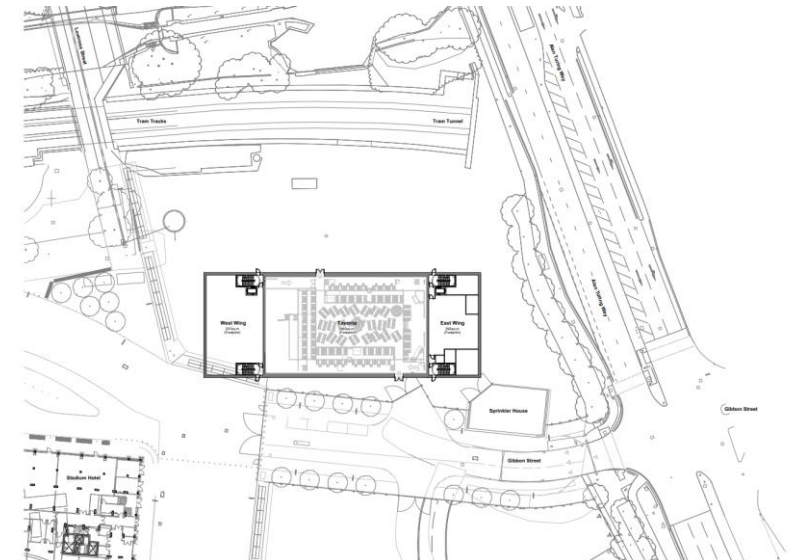
- “PTMC-PRP-ZZ-ZZ-DR-A-01050 P01 Proposed Site Plan.pdf” – Received by Movement Strategies on 22/01/2026 from MCFC.
- Email from Harvey Bowcock (MCFC) received on 22/01/2026.

This document expands on the assumptions and assessments set out in:

- *Etihad Campus Site Wide Crowd Modelling – Performance of Pedestrian Circulation Routes* – issued by Movement Strategies on 20/12/2024.
- *Etihad Stadium North Stand Expansion, Stage 4 Technical Design Crowd Modelling Analysis* – issued by Movement Strategies on 11/12/2024
- *Etihad Stadium North Stand Expansion, Stage 3 Part 2 Spatial Coordination Crowd Modelling Data Book* – issued by Movement Strategies on 23/03/2023



Taverna Layout taken from “PTMC-PRP-ZZ-ZZ-DR-A-01050 P01 Proposed Site Plan.pdf”



Taverna Wider Site taken from “PTMC-PRP-ZZ-ZZ-DR-A-01050 P01 Proposed Site Plan.pdf”

ASSUMPTIONS – SENSE

The Etihad Campus has a SENSE™ pedestrian network model that reflects pedestrian routes assumed to be available within the Campus and immediate surroundings. SENSE™ is a proprietary network-based GIS modelling tool that can be deployed across large pedestrian networks to assess the dynamics of crowds dispersing, merging and the resulting capacity constraints. The pedestrian network shown in the adjacent image is assumed to be available to pedestrians attending the Etihad Campus in all scenarios.

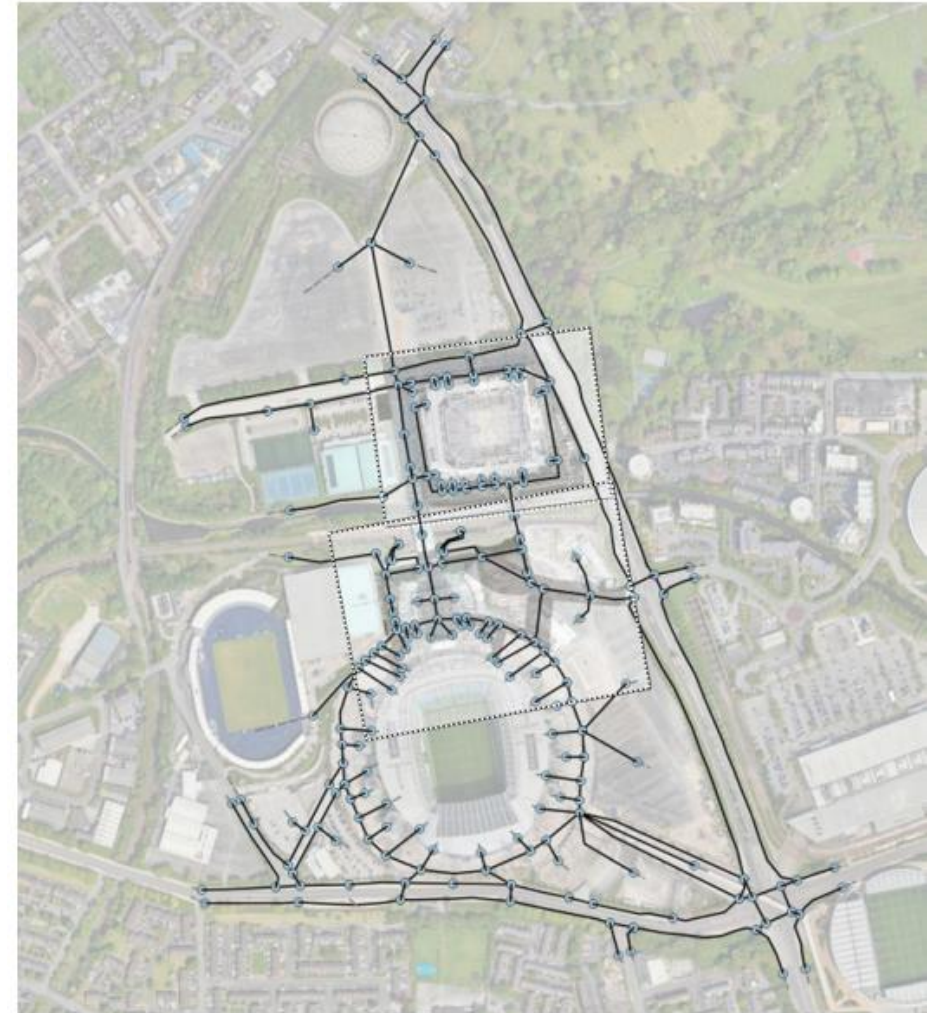
These modelling assumptions are formed with our previous report: *“Etihad Campus Site Wide Crowd Modelling – Performance of Pedestrian Circulation Routes”* (20/12/2024).

All parameters used in SENSE™ have previously been agreed with Etihad Campus stakeholders.

Pedestrian Demand

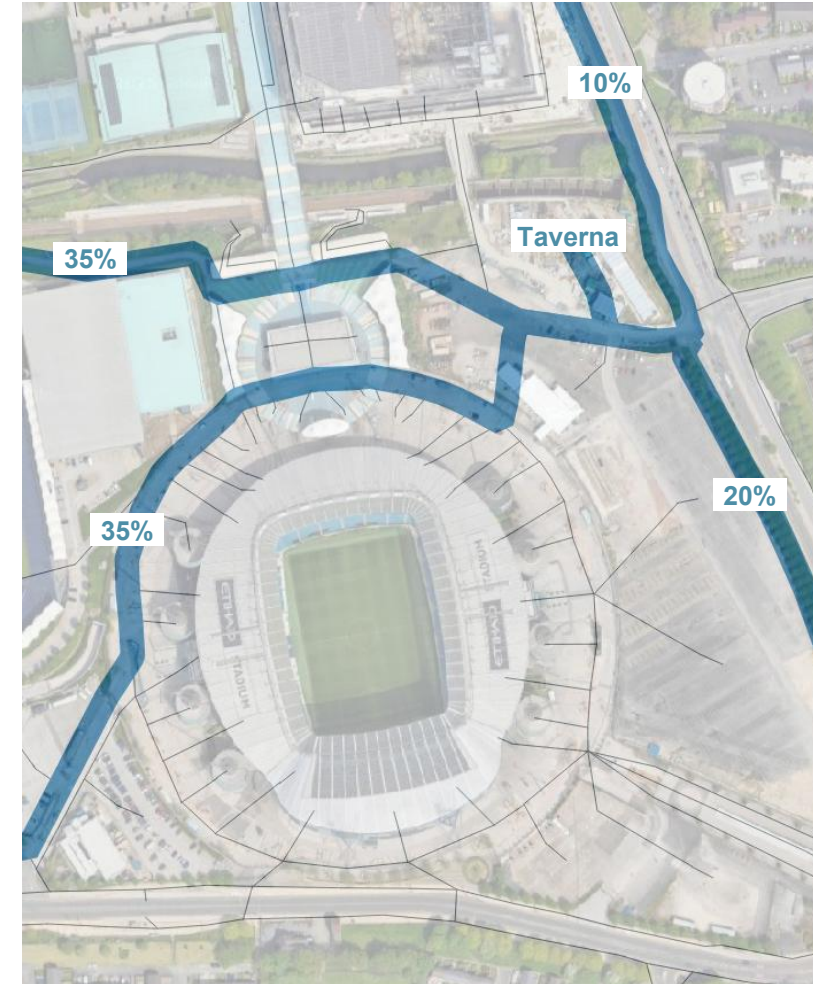
- Stadium operating in football mode of **60,790 capacity**, with away fans segregation in place at the south-east corner of the Stadium.
- Arena operating at **23,500 capacity**.
- Other parcels east of the stadium are assumed to be developed, as a worst-case scenario. The figures contained within the site Transport Assessment suggest **1,963** and **1,606** non-event related visitors are assumed to arrive and depart respectively over a one-hour period.
- **600** Taverna guests.

Etihad Campus SENSE™ pedestrian network

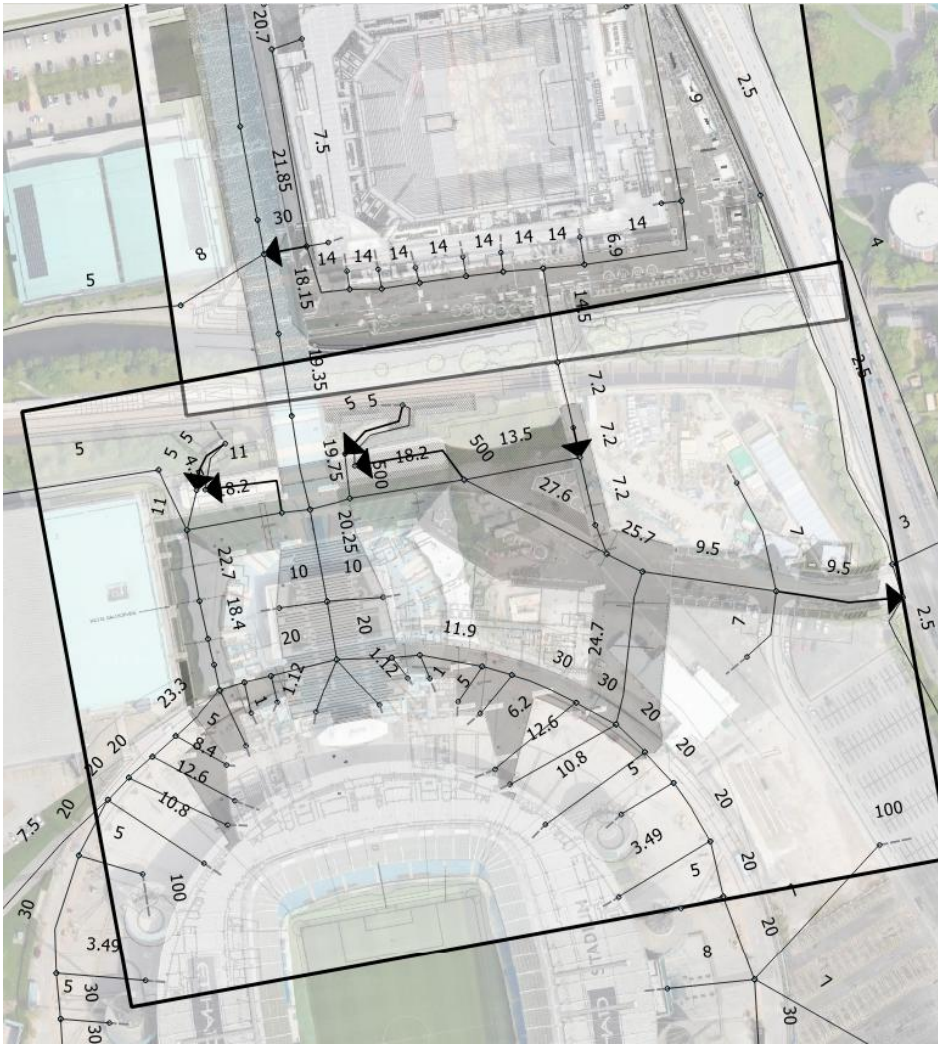


ASSUMPTIONS

- Guest arrival and departure profile: due to the low population, we have assumed **100% of guests arrive or depart in 15 minutes**. This 15 minutes is assumed to coincide with the peak 15 minutes of the Stadium and/or Arena flows. **Note** that this is a worst-case scenario as guests will be able to stay to finish their drinks and dance for another (estimated) hour (or longer on Friday and Saturday nights). This may naturally result in a longer egress period.
- Assumed Taverna guest distribution for both ingress and egress:
 - **35%** towards the West, using City Link (no guest demand via the Metrolink has been assumed)
 - **35%** towards the Southwest (Rowsley Street Taxi and west side of Ashton New Road)
 - **20%** towards the Southeast, junction of Alan Turing Way / Ashton New Road (assumed to access other transport opportunities/destinations)
 - **10%** towards the North, junction of Alan Turing Way / Briscoe Lane (assumed to access other transport opportunities/destinations)
- Onsite car parking is assumed to be at full capacity for Stadium and Arena events.
- All construction around the campus is assumed to be completed.

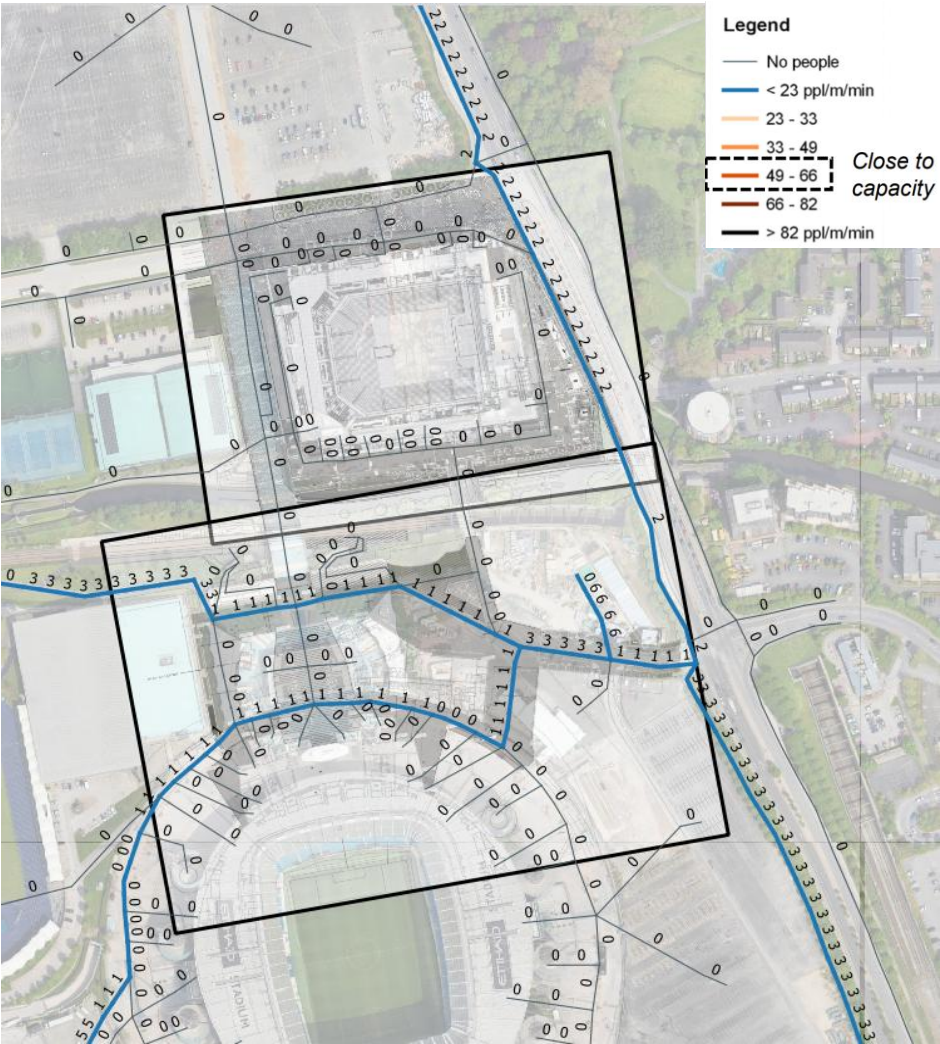


BASELINE SCENARIO: TAVERNA ONLY EGRESS



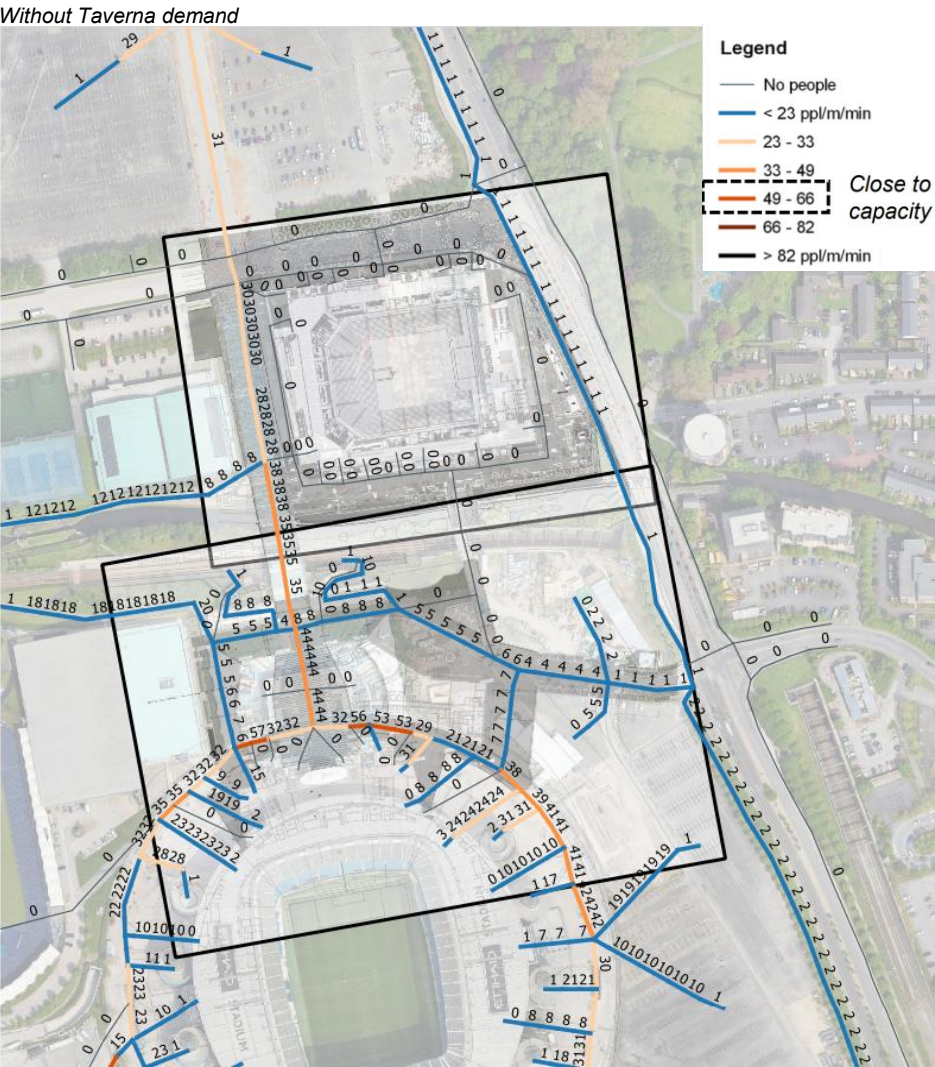
The pedestrian circulation widths (m) available in the Etihad Campus.

With Taverna demand

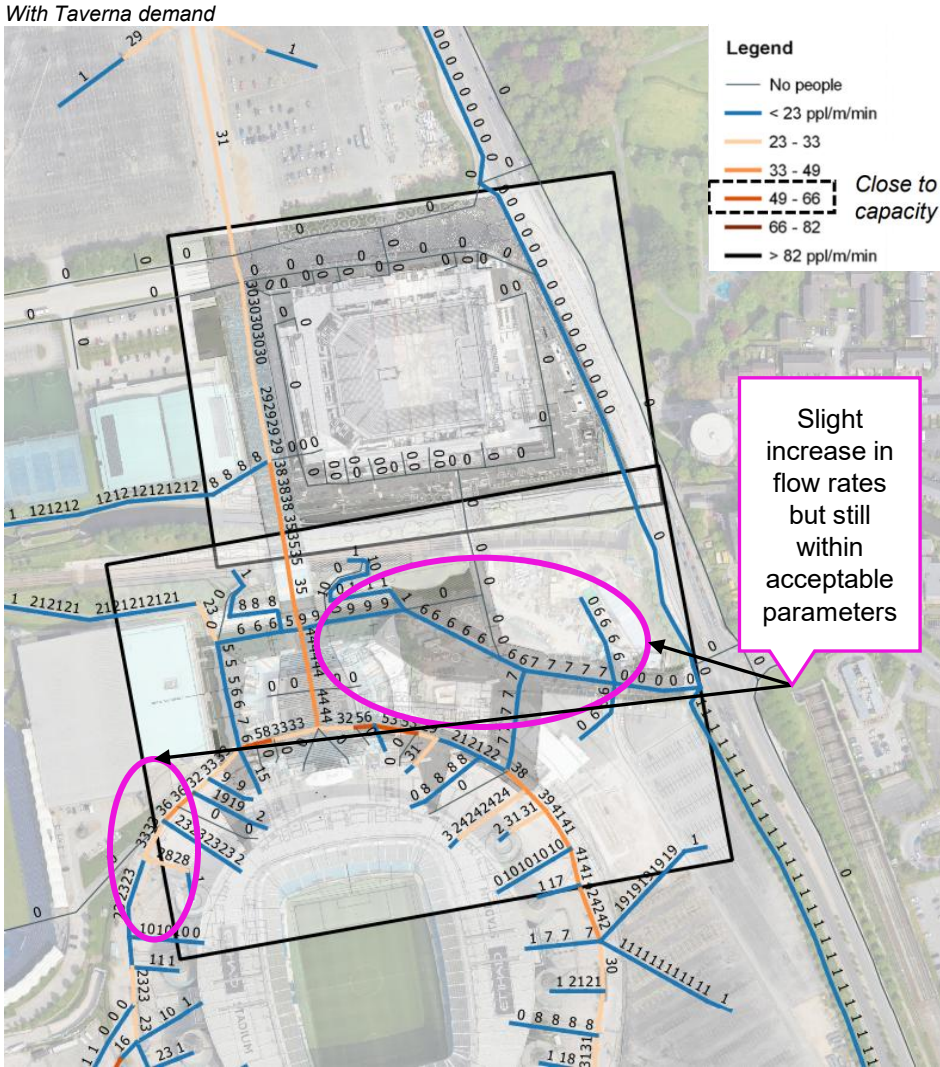


This figure shows the flow rates (people/metre/minute) for a Taverna-Only Egress. There is no significant impact on the network.

SCENARIO 3: STADIUM HARD EGRESS + TAVERNA INGRESS

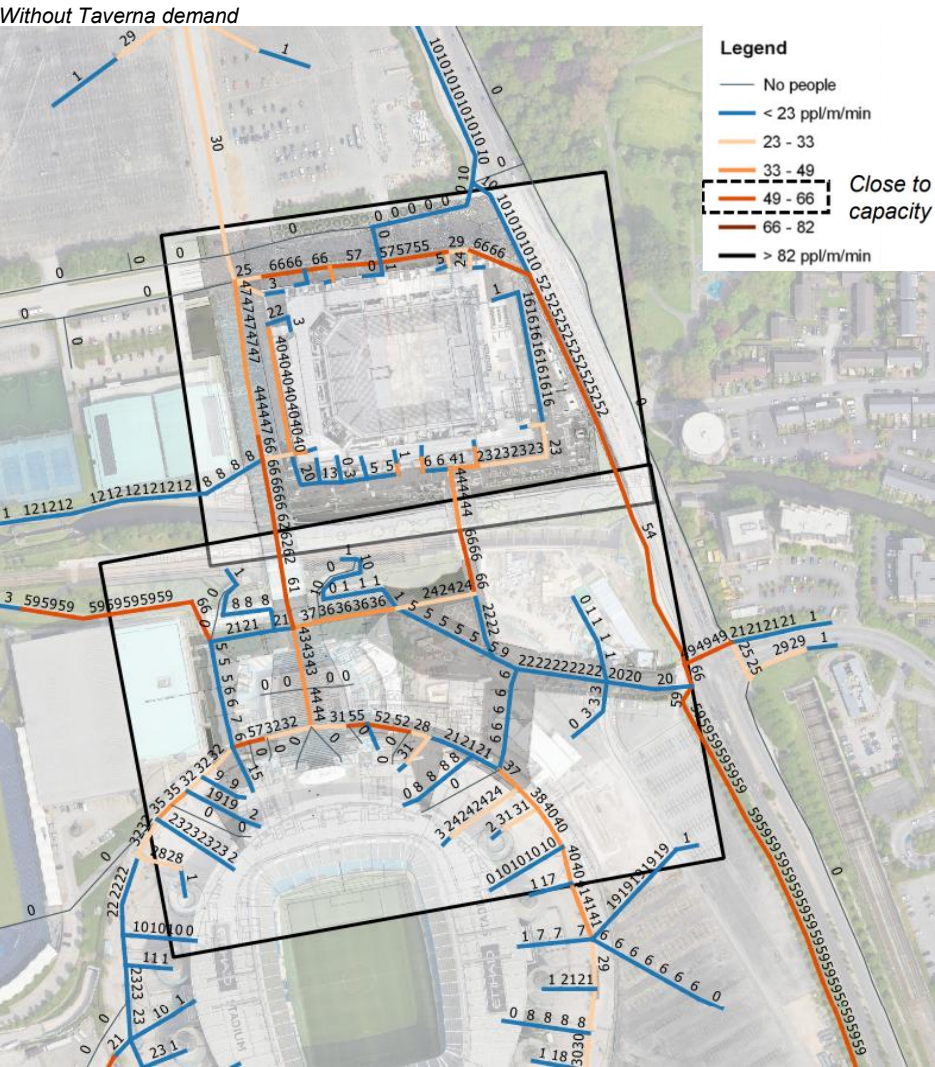


This figure shows the assumed flow rates for a Stadium Hard Egress scenario without the Taverna demand.

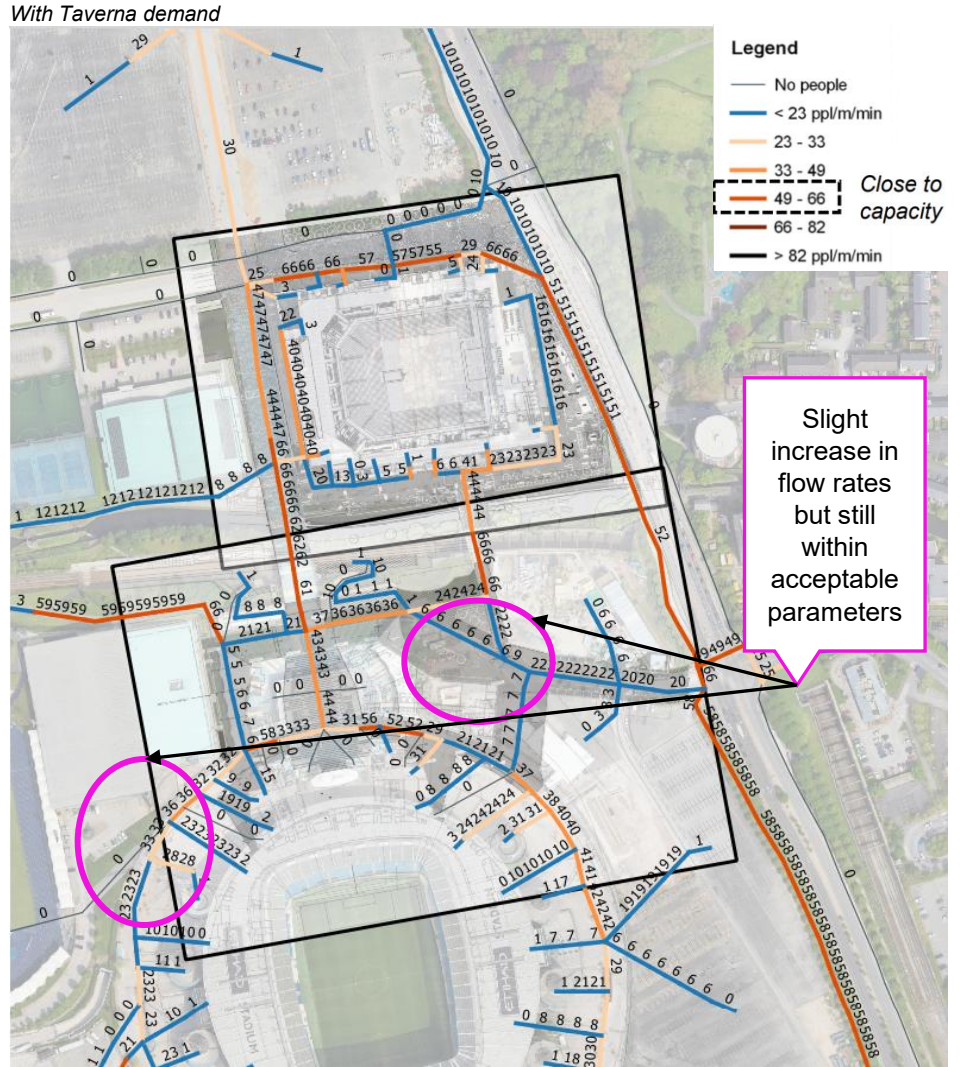


This figure shows the flow rates (people/metre/minute) for a Stadium Hard Egress and Taverna Ingress. There is no significant increase in maximum flow rate across the site and therefore **no significant impact on the network.**

SCENARIO 4: STADIUM HARD EGRESS AND 30-MIN OFFSET ARENA EGRESS + TAVERNA EGRESS

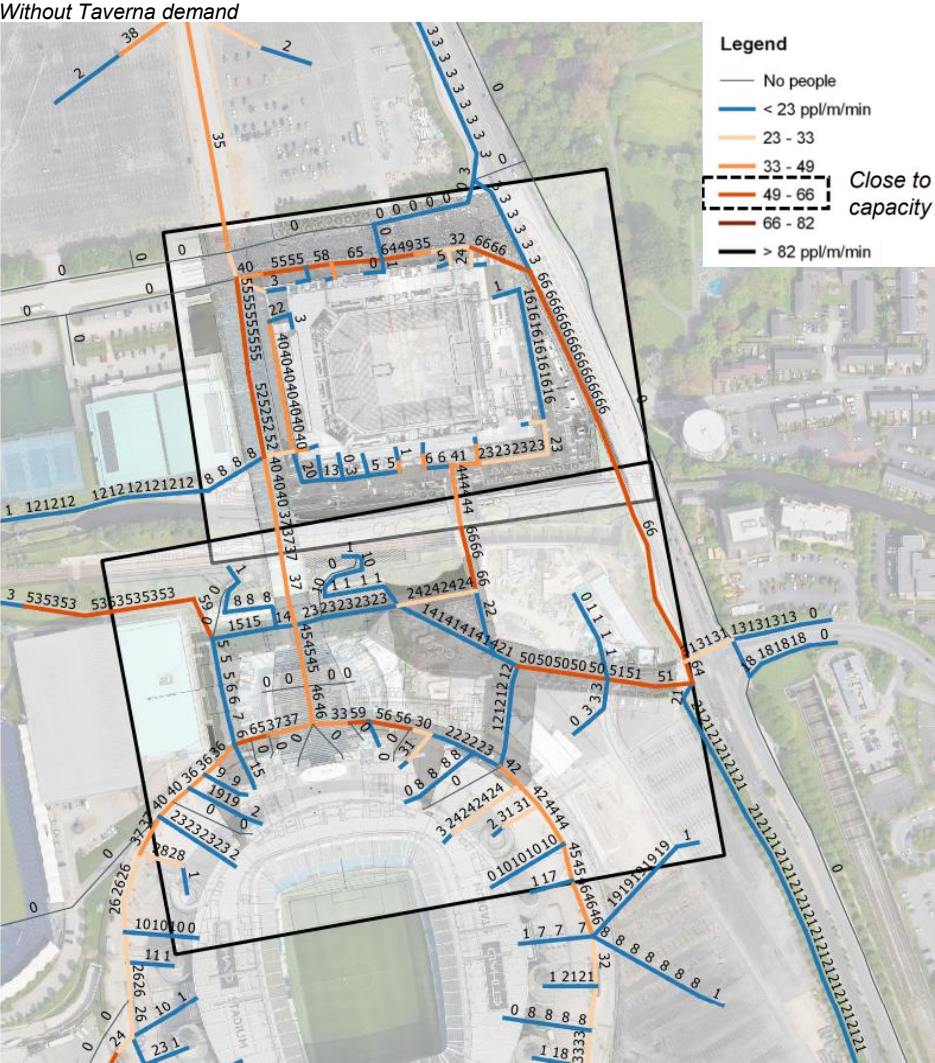


This figure shows the assumed flow rates from a Stadium Hard Egress and 30-min Offset Arena Egress scenario without the Taverna demand.

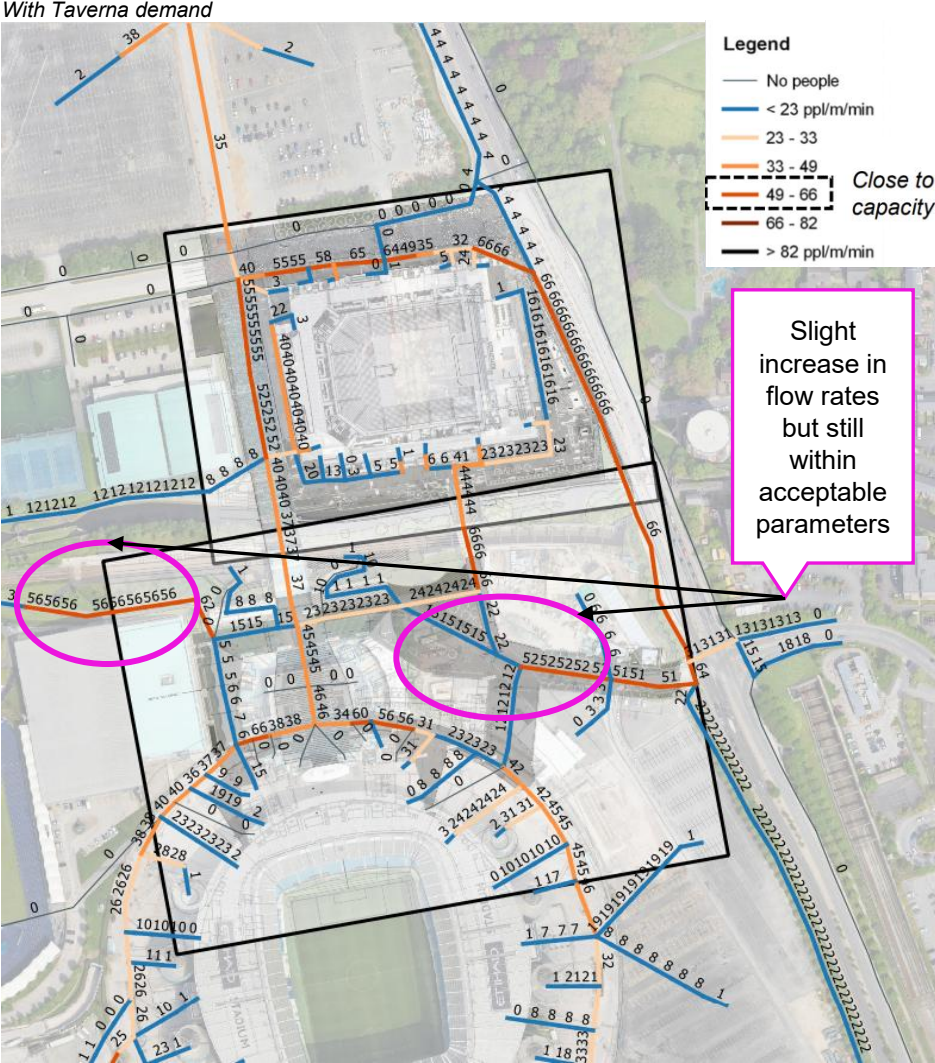


This figure shows the flow rates (people/metre/minute) for a Stadium Hard Egress and 30-min Offset Arena Egress with Taverna demand. There is no significant increase in maximum flow rate across the site and therefore **no significant impact on the network**.

SCENARIO 5A: SIMULTANEOUS STADIUM HARD EGRESS AND ARENA EGRESS + TAVERNA EGRESS, BI-DIRECTIONAL FLOW ON ALAN TURING WAY

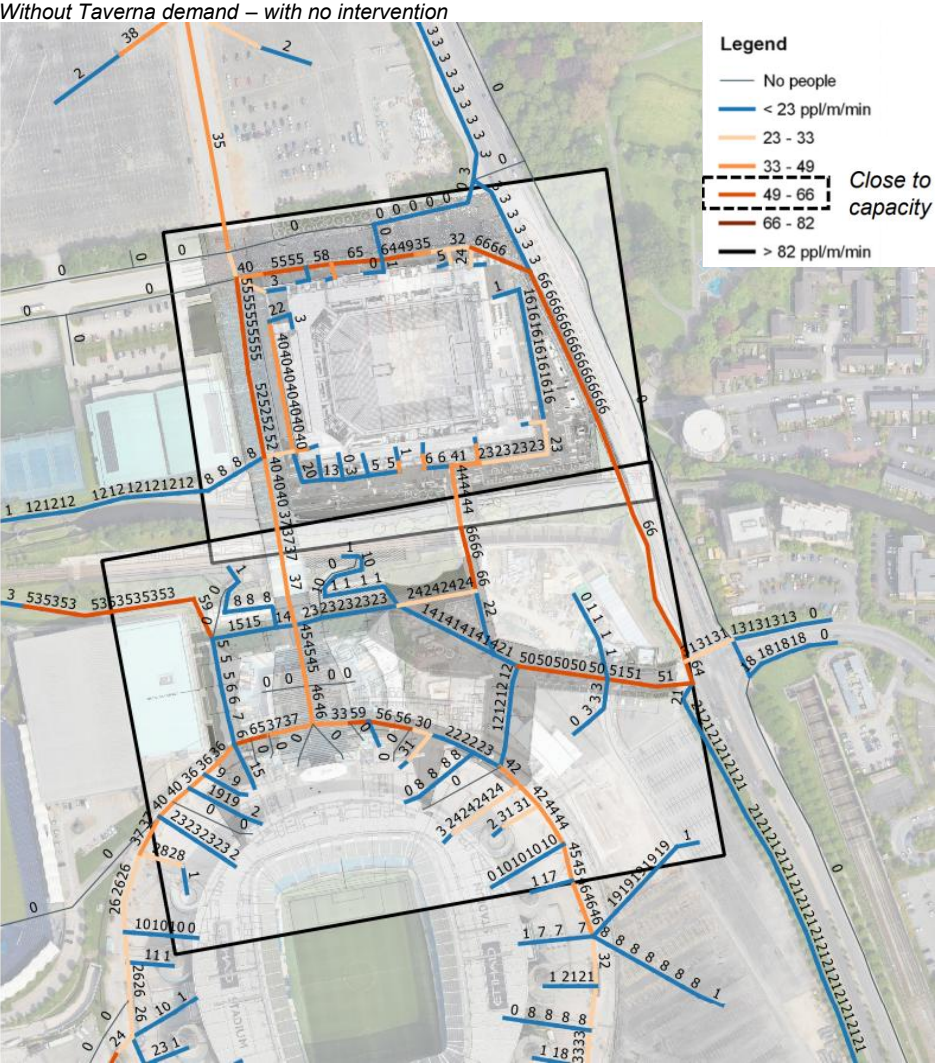


This figure shows the assumed flow rates from a Simultaneous Stadium Hard Egress and Arena Egress scenario without the Taverna demand.

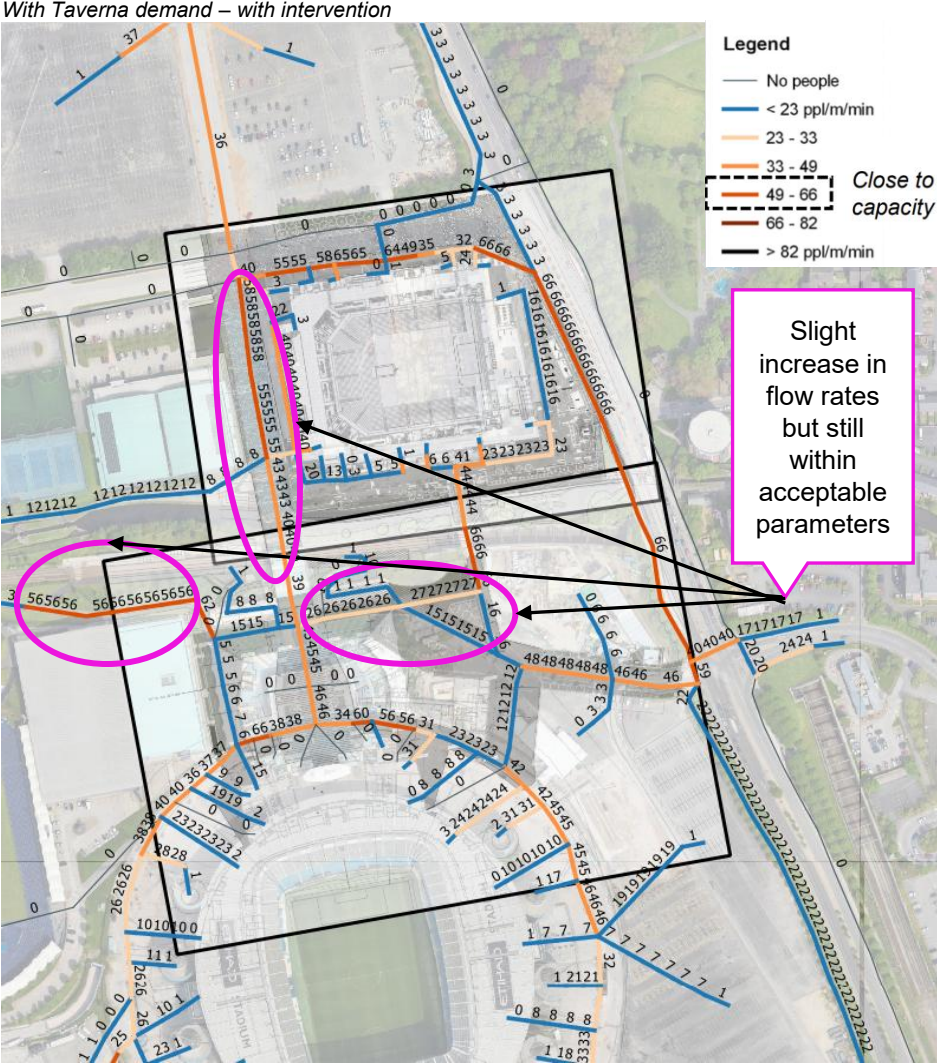


This figure shows the flow rates (people/metre/minute) for a Simultaneous Stadium Hard Egress and Arena Egress with Taverna demand. There is no significant increase in maximum flow rate across the site and therefore **no significant impact on the network.**

SCENARIO 5B: SIMULTANEOUS STADIUM HARD EGRESS AND ARENA EGRESS + TAVERNA EGRESS, SOUTHBOUND ONLY FLOW ON ALAN TURING WAY

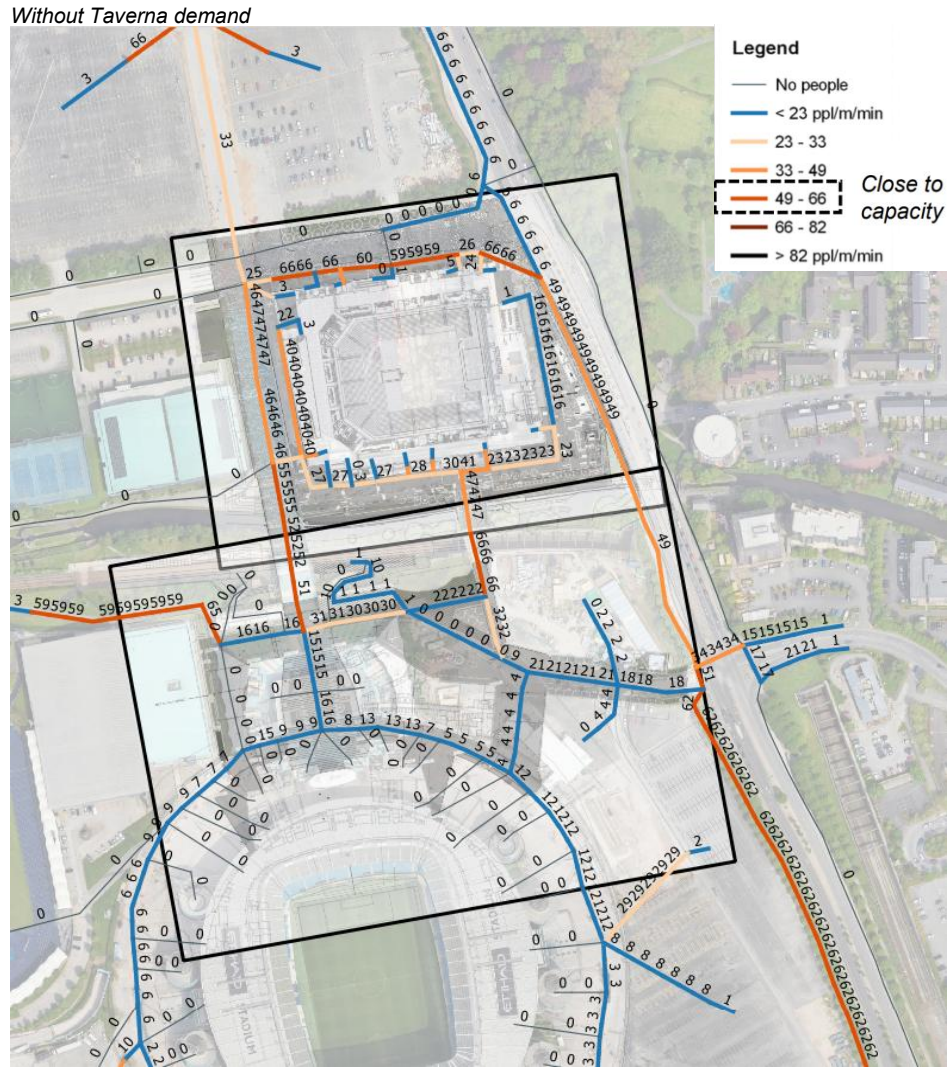


This figure shows the assumed flow rates from a Simultaneous Stadium Hard Egress and Arena Egress scenario without the Taverna demand.

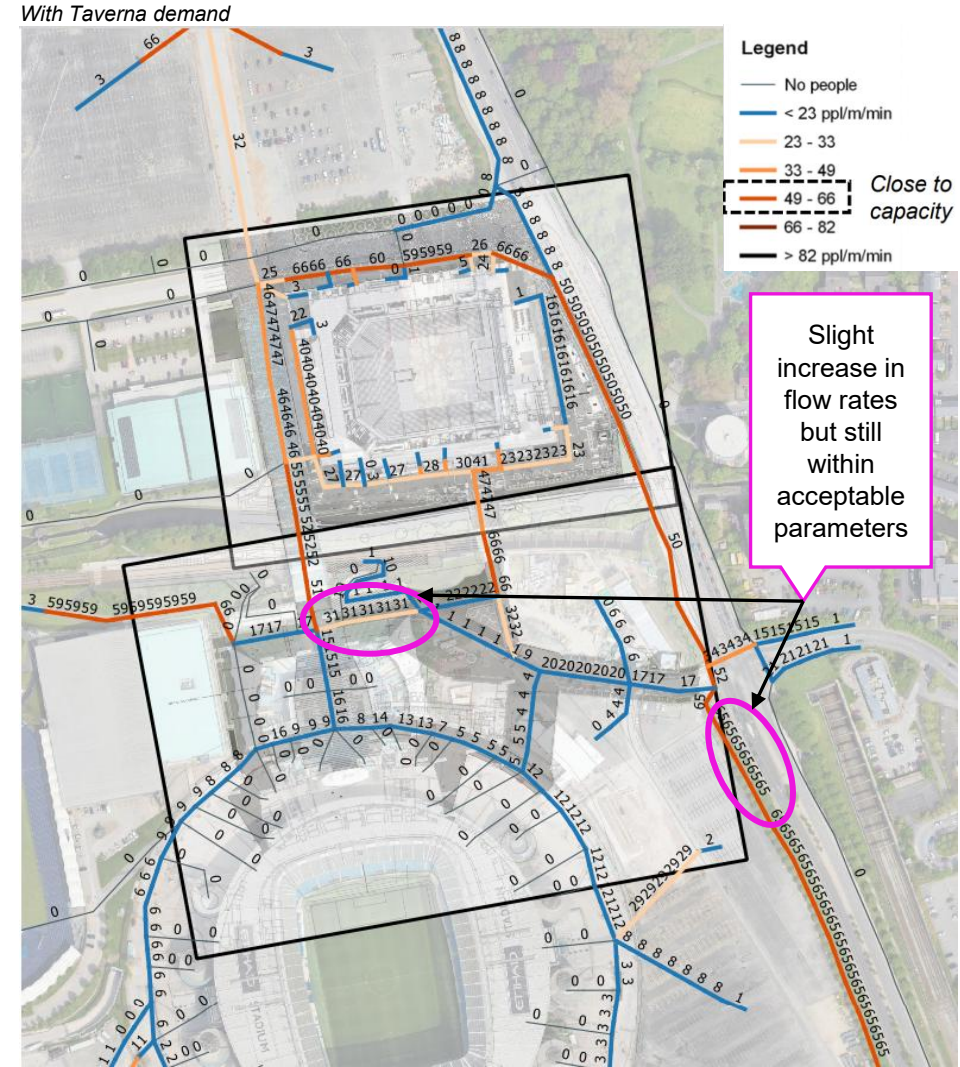


This figure shows the flow rates (people/metre/minute) for a Simultaneous Stadium Hard Egress and Arena Egress with Taverna demand. There is no northbound travel on Alan Turing Way. There is no significant increase in maximum flow rate across the site and therefore **no significant impact on the network**.

SCENARIO 6: ARENA EGRESS + TAVERNA EGRESS

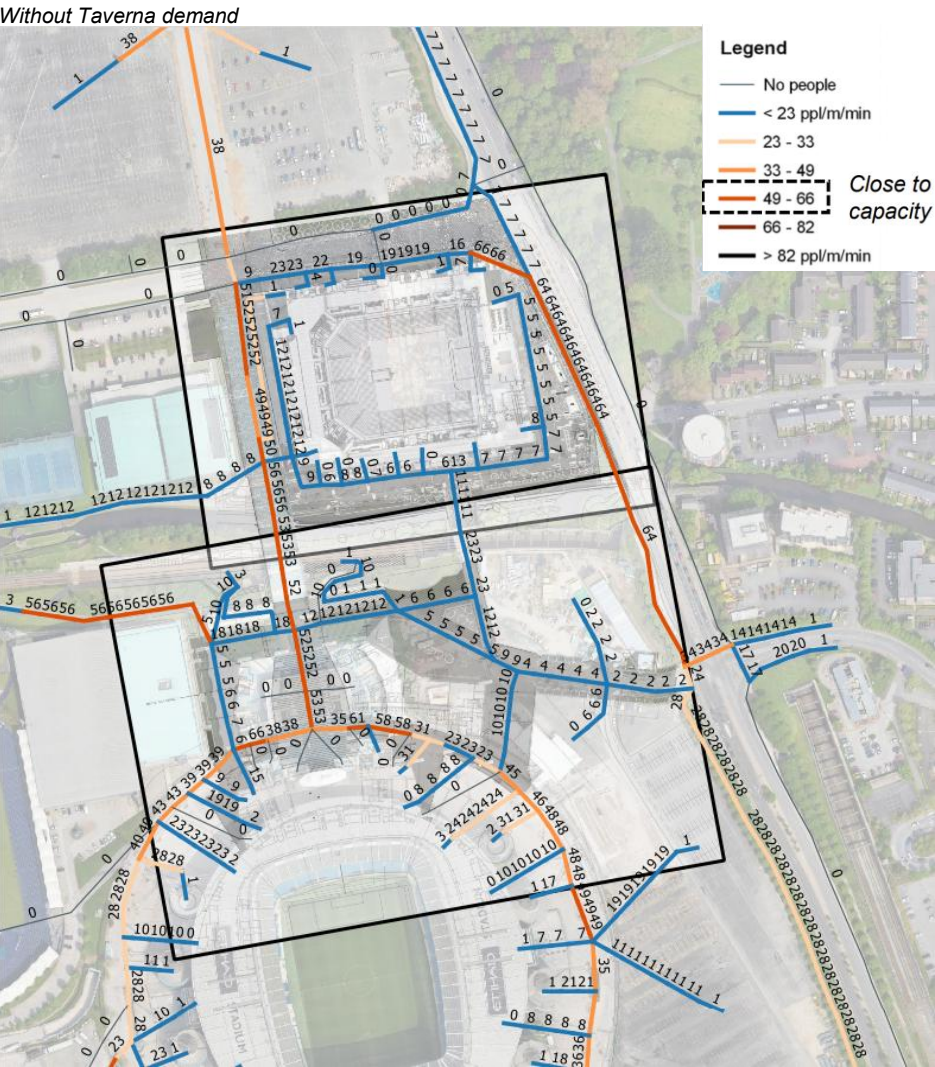


This figure shows the existing flow rates from an Arena Egress scenario without the Taverna demand.

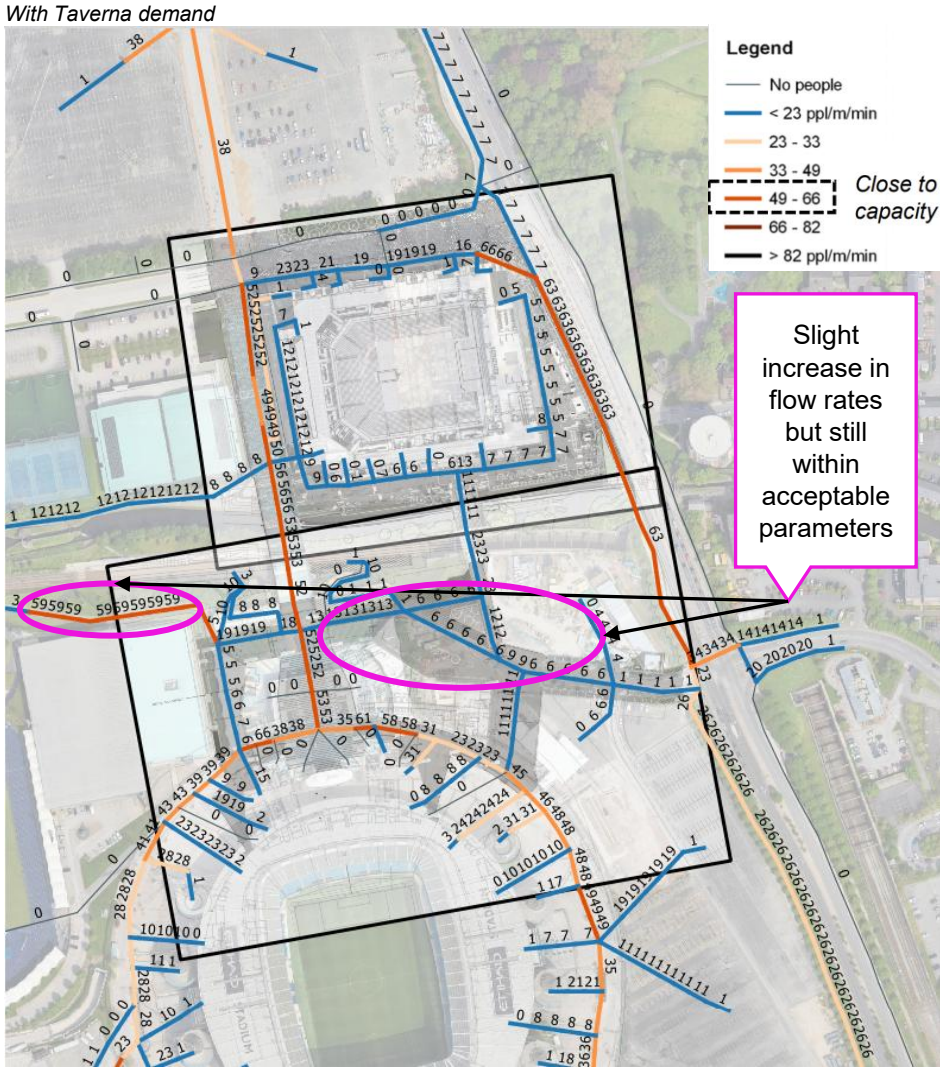


This figure shows the flow rates (people/metre/minute) for an Arena Egress with Taverna demand. There is no significant increase in maximum flow rate across the site and therefore **no significant impact on the network.**

SCENARIO 9: SIMULTANEOUS STADIUM HARD EGRESS AND ARENA INGRESS + TAVERNA INGRESS



This figure shows the existing flow rates from a Simultaneous Stadium Hard Egress and Arena Ingress scenario without the Taverna demand.



This figure shows the flow rates (people/metre/minute) for from a Simultaneous Stadium Hard Egress and Arena Ingress with Taverna demand. There is no significant increase in maximum flow rate across the site and therefore **no significant impact on the network.**



www.movementstrategies.com

Floor 10, 25 Farringdon Street, London EC4A 4AB

+44 (0)20 35408520

info@movementstrategies.com