

Manchester City Football Club

Project Taverna

Transport Statement Addendum (3)

Reference: 314031-TSA3

| 26 May 2026

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Contents

1.	Introduction	1
2.	Response to MCC/ TfGM Comments	3
2.1	Item 1: High level events management strategy	3
2.2	Item 2: Mode share	5
2.3	Item 3: Existing operation	7
2.4	Item 4: Signal operation and pedestrian facilities	9

Tables

Table 2-1: Events Management Strategy Executive Summary	3
Table 2-2: Overview of surveyed modal share data and trip generation	5
Table 2-3: Schedule of sessions	6
Table 2-4: TTMP Operational Modes	7
Table 2-5: Campus Travel Data	8

Figures

No table of figures entries found.

Drawings

No table of figures entries found.

Pictures

No table of figures entries found.

Photographs

No table of figures entries found.

Attachments

No table of figures entries found.

Appendices

Appendix A: High Level Events Management Strategy	1
Appendix B: MCFC Capability Statement	1
Appendix C: Figures	1

1. Introduction

The Project Taverna planning application, reference 145358/FO/2026, was validated on 9th March 2026. This seeks planning permission for the *“erection of a three-storey entertainment venue (Sui Generis), with associated infrastructure, access, servicing, management, and public realm improvement.”*

As part of ongoing discussions with Manchester City Council (MCC), a meeting was held with the Local Highways Authority (LHA) on 18th May 2026, during which outstanding matters requiring additional clarification and supporting evidence were discussed. These matters followed the submission of the Transport Statement as part of the planning application dated 9th March 2026, the Transport Statement Addendum dated 23rd March 2026, and the Transport Statement Addendum (2) dated 24th April 2026. This Transport Statement Addendum (3) (TS Addendum (3)) relates to the comments from MCC Highways requesting further clarification and supporting evidence on trip generation modal shares.

The purpose of this TS Addendum (3) is to provide a clear response to the outstanding matters and to supplement the evidence and assessments set out in the original Transport Statement, the Transport Statement Addendum and the Transport Statement Addendum (2).

The following matters are addressed under separate sub-heading within this TS:

Item 1: High level events management strategy

A high level events management strategy outlining the following points:

- *Identification of event types, anticipated attendance levels, and operating hours*
- *Assessment of the potential for coinciding events with the adjacent stadium and arena*
- *Protocols for advance liaison, coordination, and information sharing between venue operators*
- *Details of the overall crowd management strategy*
- *Arrangements for guest arrival and departure, including dispersal methods*
- *Deployment of marshals during large events (including prayer events), both on-site and off-site*
- *Identification of pedestrian access arrangements*
- *Identification of key pedestrian routes to and from public transport nodes*
- *Measures to manage pedestrian flows during peak ingress and egress periods*
- *Monitoring and management of locations where pedestrian–vehicle conflict may arise*
- *Identification of queuing locations and how queuing will be managed during concurrent stadium and arena operations*
- *Queuing should not encroach onto the adopted highway or create conflict with pedestrians and cyclists*
- *Temporary and/or permanent wayfinding, stewarding, and appropriate signage on event days*
- *A clear approach to on-site and off-site parking provision (where applicable)*
- *Measures to prevent illegal or unmanaged parking on surrounding streets*
- *Details of enforcement arrangements, where required*
- *Defined taxi and private hire drop-off and pick-up locations*
- *Management of taxi waiting and holding areas to prevent overspill onto the public highway*
- *Provision of segregated areas for taxis and minibuses*
- *Measures to minimise congestion on key surrounding routes and junctions*
- *Identification of sensitive areas where queuing or congestion could affect the wider highway network*
- *Contingency plans to respond to unexpected congestion or incidents*

Summary response: A full events management strategy will be secured via a pre-commencement condition. However, a high level events management strategy is presented in Appendix A and summarised within this TS addendum.

Item 2: Mode share

HFAS comments for the original TS regarding trip generation suggested that the mode share data provided was inadequate and included data for a London based development.

Whilst an increased number of modal-split data sets for the site of the proposed development have been included, it appears as though trip generation figures have not been updated using this data, and instead are still being generated based on the (London based) data in the original TS. As such, figures for private car and taxi/private hire appear to be a lot lower than they should be. Modal-splits for the local area suggest that car usage is over 50% of the modal-split, but trip generation figures in the addendum suggest that out of the 600 potentially attendees, 360 (60%) will arrive by public transport, and only around 200 will arrive by private vehicles or taxis – some clarification on this is required.

+/-10% shifts from the baseline have been included but if the data being used to generate trips is London based (which it appears to be) this still does not account for the number of trips expected based on co-op live modal-split data.

Summary response: mode share data has been updated to reflect recent co-op live post-purchase data. This is aggregated across many events and therefore captures broad demographic differences and travel patterns between events. The resultant trip generation data has been updated accordingly. It is considered that the assumed modal splits are robust, and in practice, owing to the nature of the use, demographics, and evidence from existing sites, that the proportion of travel by private car would be less than stated. Nonetheless, the impact would be negligible in the context of existing traffic flows and transport movements associated with the campus.

Item 3: Existing operation

In respect of Paragraph 2.2.1 of the TSA the response doesn't provide any further, substantive, information beyond the original TS. This does not provide any confidence that the existing operation of Co-op and Etihad have been observed before and after events, or any quantitative data about how trips to and from the Etihad Campus performs. It would be expected that the transport teams at Co-op Arena and MCFC have some statistics that could be used.

It is of critical importance that this data is provided to understand the impact on the local transport network.

Summary response: Operations at the Etihad Campus are governed by a Traffic and Transport Management Plan. This plan considers event scenarios across the campus and how the transport network is managed in response. The plan is detailed and updated regularly to respond to stakeholder engagement, identified issues, and performance data. MCFC have also provided data on the performance of the operation of their car parks during events which confirms that capacity existing to cater for additional demand from the development during co-incident events. This response is supported by the Capability Statement prepared by MCFC in Appendix B.

Item 4: Signal operation and pedestrian facilities

Highways/TFGM require that a green man signal is provided across the access. This should be incorporated into the works that the Etihad Campus North Stand Expansion is undertaking. Consultees requested that this is conditioned.

“The traffic signals at the Gibbon Street junction are operated by the Etihad Campus staff on a match day. At other times, the traffic signals are automatically operated with no manual input. The Orange Car Park is an existing well-utilised car park. Car parking demand from Project Taverna, estimated at 50, is significantly lower than the capacity of the Orange Car Park. Consequently, the level of trips would not require additional changes to the way traffic signals are currently operated. Should an increase in vehicular demand take place, the Etihad Campus staff could manually operate the traffic signals to minimise delays from the car park.”

From experience of events that use Gibbon Street to exit it cannot be assumed that there will be stewards to control the traffic signals and it cannot be guaranteed that Etihad Campus staff will manually operate the traffic signals, even if that was desirable. TfGM/MCC do not allow untrained staff to control the signals, nor do they allow all the Gibbon Street signals to be manually controlled because of the impact on traffic on Alan Turing Way. The response is insufficient – the explicit condition is that the applicant should fund a vehicle detector that can extend the green time on Gibbon Street for traffic leaving after an event. Note that the 50 vehicles will be likely to leave at the end of events at the same time and under normal green times it would take about 30 minutes to clear the car park – this would be unacceptable to the patrons of events.

Summary response: The TfGM/ MCC response is correct that during times when there are no matches or events on at the Co-op Live Arena, the current operation of the signals would result in delays leaving the site. MCFC accept that changes to signal operations at these times will be required, and funded by MCFC. This will be necessary not only to address the needs of Project Taverna but also to respond to the developing car park management strategy for the site. The delivery of vehicle detection facilities at the Gibbon Street entrance was discussed with Highways and TfGM in the meeting on the 18th of May 2026, agreeing for quotes to be shared with the project team in due course.

It is, however, considered that the likely levels of additional pedestrian footfall and traffic at the site entrance would not justify the cost associated with the provision of a pedestrian phase across Gibbon Street. Patrons of project Taverna will be served by pedestrian infrastructure within the site, and those enhanced by the North Stand expansion. An access and circulation plan is presented in Appendix C.

2. Response to MCC/ TfGM Comments

2.1 Item 1: High level events management strategy

A full events management strategy will be secured via a pre-commencement condition. As requested, a high level events management strategy is presented in Appendix and summarised in Table 2-1.

Table 2-1: Events Management Strategy Executive Summary

EMS Requirement	Summary response
Identification of event types, anticipated attendance levels, and operating hours	The venue will primarily host Mamma Mia! The Party, a ticketed immersive theatre and dining experience operating six nights per week, with matinees on Saturdays and Sundays. The building has a maximum capacity of 600 guests, with typical attendance expected to range from 550 to 600. Operations will vary by performance schedule but will conclude no later than 02:00. A schedule of sessions is presented in Table 2.1-2 of this TS Addendum note.
Assessment of the potential for coinciding events with the adjacent stadium and arena	The venue is located within the Etihad Campus, approximately 100 metres from both the Etihad Stadium and Co-op Live Arena, and will therefore operate within an established major event environment. Coinciding events are managed through the Campus Event Operations Management Plan and event-day tactical planning prepared by the MCFC Safety and Security team. Co-incident events are expected to occur during matchdays and evening events at the co-op live arena. Due to the restriction of co-incident events between the co-op live arena and matchdays to 15pa, occurrences of events at project taverna and both sites will be limited.
Protocols for advance liaison, coordination, and information sharing between venue operators	Communication between venues across the Etihad Campus remains active during operational hours to support coordination on event-day crowd management, fire strategy, construction activity and other disruptions. Project Taverna will be incorporated into the campus event mode framework, and all venues are consulted on event-specific crowd management strategies.
Details of the overall crowd management strategy	Crowd management is based on the venue's seated and controlled operating model, with movement concentrated around entry, intermissions, bar service, cloakroom use and dispersal. The strategy focuses on maintaining safe ingress and egress, minimising congestion, monitoring circulation and coordinating with wider campus activity, particularly during overlapping events.
Arrangements for guest arrival and departure, including dispersal methods	Guests will enter through a single managed entrance adjacent to the Metrolink stop, from adjacent car parks on foot, or via established pedestrian routes within the campus. Doors will open around one hour before performances to support staggered arrivals. Following the performance, guests are encouraged to remain for post-show activity, which extends the dispersal period and reduces concentrated egress from the venue.
Deployment of marshals during large events (including prayer events), both on site and off site	The venue will operate with SIA-licensed security staff supported by venue management and front-of-house teams. Staffing levels will be proportionate to attendance and operational requirements. Campus marshals will also be briefed on coinciding events and associated risks, with security measures including CCTV, radios, controlled entry and active monitoring of crowd conditions.
Identification of pedestrian access arrangements	The principal guest entrance and exit will be on the west elevation, facing the protected pedestrian area and adjacent Metrolink stop. Staff access will be provided separately from the

EMS Requirement	Summary response
	east elevation via the building service road. Access arrangements are detailed in the approved access and circulation drawings appended to the document.
Identification of key pedestrian routes to and from public transport nodes	The venue's principal entrance faces the adjacent Metrolink stop and connects directly to established pedestrian routes within the Etihad Campus. The site benefits from immediate proximity to public transport infrastructure, enabling direct pedestrian access between the venue and surrounding transport nodes.
Measures to manage pedestrian flows during peak ingress and egress periods	Queue barriers and SIA-accredited security staff will be used to manage arrivals in an orderly manner. Doors opening approximately one hour before performances will help spread arrival profiles, while post-show activity will stagger departures and reduce peak egress pressures. Extensive internal staffing will also support managed circulation within the building.
Monitoring and management of locations where pedestrian-vehicle conflict may arise	The primary pedestrian area is protected by hostile vehicle mitigation measures including bollards, bunds and fencing, with vehicle access tightly controlled. The route between Project Taverna and likely parking areas is largely within this protected area and monitored by CCTV. Clear road demarcation is provided where pedestrian and vehicle interaction may occur.
Identification of queuing locations and how queuing will be managed during concurrent stadium and arena operations	Queuing can be accommodated within the building and beneath the covered canopy at the main entrance. If queues extend beyond this area, temporary queue barriers will be installed and managed by SIA-accredited security staff. Queue management will be monitored dynamically in response to attendance and concurrent campus event activity.
Queuing should not encroach onto the adopted highway or create conflict with pedestrians and cyclists	Queues will be managed by venue staff and security personnel to ensure pedestrian routes remain unobstructed and crowd build-up is controlled. Temporary barriers will be introduced where necessary to contain queues within managed areas and prevent conflict with pedestrians, cyclists or the public highway.
Temporary and/or permanent wayfinding, stewarding, and appropriate signage on event days	Wayfinding across the Etihad Campus, including highway signage where applicable, will be updated to reflect the permanent location of the new venue. Given the minimum five-year occupation, signage is intended to be permanent. Stewarding will be provided on all event days.
A clear approach to on-site and off-site parking provision (where applicable)	Parking across the Etihad Campus operates on a pre-booked basis only, with access granted through advance reservation. This approach is communicated through event information to reduce rejected vehicle trips. Guests are encouraged to use active travel and the extensive public transport network serving the campus.
Measures to prevent illegal or unmanaged parking on surrounding streets	Existing local parking controls, including permit zones and timed stay restrictions, are already in place in surrounding areas in response to event activity. These controls are supported by communication encouraging public transport use, while parking allocation within the campus will be managed according to expected demand.
Details of enforcement arrangements, where required	Parking enforcement on the Etihad Campus is undertaken through ANPR-assisted stewarding, clear signage and pre-booked-only parking controls. A more detailed parking strategy will be prepared before commencement to confirm final arrangements for space allocation and access management.
Defined taxi and private hire drop off and pick up locations	Taxi and private hire provision includes a permanent regulated taxi rank on Rowsley Street and a general drop-off point outside Project Taverna shared with the Medlock Hotel. On major event days, temporary pick-up and drop-off arrangements also operate within the Edwin Road industrial estate.
Management of taxi waiting and holding areas to prevent overspill onto the public highway	Taxi operations are directed to established and temporary managed locations, supported by geofencing on major event days to discourage pick-up and drop-off outside designated areas. This approach is intended to prevent unmanaged vehicle activity and overspill onto the surrounding highway.
Provision of segregated areas for taxis and minibuses	Taxi facilities are identified through existing and temporary managed areas. Minibus provision has not yet been confirmed, as a wider assessment of campus parking and drop-off requirements is ongoing, but it will be addressed through the final parking and pick-up/drop-off strategy in the pre-commencement detailed EMS.
Measures to minimise congestion on key	The document anticipates that car-based arrivals will not materially affect the surrounding road network. Congestion mitigation relies on limited parking demand, pre-booked parking, arrivals

EMS Requirement	Summary response
surrounding routes and junctions	spread by early door opening, and staggered departures through extended post-show activity. During event and matchdays, operation of the signals is at the Gibbon Street/ Alan Turing junctions is managed to ensure effective egress from the site to the surrounding highway network. This is an established procedure, and patrons of Project Taverna using on-site parking and drop-off facilities will be managed in the same way as attendees to other concurrent events. On days when there are no concurrent events, it will be necessary to amend existing signal timings to effectively managed the egress of vehicles from on-site car parks on Gibbon Street. Vehicle detection facilities at the Gibbon Street arm of the adjacent junction with Alan Turing Way are being considered in consultation with MCC and TfGM to manage this scenario.
Identification of sensitive areas where queuing or congestion could affect the wider highway network	As described above, one potential sensitive location has been identified at the Gibbon Street and Alan Turing Way junction, where vehicle queuing could arise within the site under current signal operation. Mitigation options including vehicle actuated signal control or adjustments to signal operation are being explored in discussion with MCC and TfGM.
Contingency plans to respond to unexpected congestion or incidents	Contingency planning will form part of the venue's emergency procedures and include evacuation, invacuation, incident control, emergency services liaison, first aid response and traffic management. The Venue Management Team will prepare a detailed plan for foreseeable scenarios as part of the detailed EMS secured through pre-commencement conditions. This will be supported by staff training, CCTV monitoring and controlled access arrangements.

2.2 Item 2: Mode share

The Transport Statement, and subsequent addendum's considered sources of mode share data including for an extant 'Pophouse' site in London, and the Co-Op Live Arena. MCC has questioned the use of the London-based mode splits for project Taverna. In response this note considers the implications of using alternative mode splits, linked to the way people travel to the Co-op Live arena.

Survey results in the Travel Plan 6-month update (2025) and the post-purchase fan travel survey data in the Promoting Alternative Transportation (2025) document provide more recent insights on visitor travel to the Co-Op Live arena.

As raised by MCC Highways, the sources of visitor travel modal splits to the Co-op Live Arena suggest a higher proportion of travel by private vehicle, private vehicle hire (PHV) and family/friend drop off than the Pophouse London venue survey and the baseline mode share for Project Taverna presented in the Transport Statement and subsequent addendum notes. MCC has also requested that where possible, event demographics are considered.

Updated data from Co-Op Live events with similar anticipated demographics to typical surveyed audience demographics at Pophouse events is not available at the time of writing. The post-purchase data does however capture a wide range of demographics and is considered to provide a reasonable 'typical' case for understand travel patterns to Project Taverna.

The sources of surveyed visitor travel modal splits are set out in Table 2-2 and corresponding trip generation figures have been calculated for each, using the theoretical maximum venue capacity of Project Taverna of 600 and a car occupancy of 2.4 persons.

Table 2-2: Overview of surveyed modal share data and trip generation

	Pophouse London Venue survey (2025)		Co-Op Live Micky Flanagan show survey (2024)		Co-Op Live 6-month travel plan update (2025)		Co-Op Live post-purchase survey data (2025)		Project Taverna	
Mode	Mode share	Trips	Mode share	Trips	Mode share	Trips	Mode share	Trips	Mode share	Trips
Public Transport	74%	444	33%	186	36%	216	30%	180	30%	180
Walking	N/A	0	12%	72	5%	30	3%	18	3%	18

	Pophouse London Venue survey (2025)		Co-Op Live Micky Flanagan show survey (2024)		Co-Op Live 6-month travel plan update (2025)		Co-Op Live post-purchase survey data (2025)		Project Taverna	
Mode	Mode share	Trips	Mode share	Trips	Mode share	Trips	Mode share	Trips	Mode share	Trips
Private car (2.4 persons per vehicle)	8%	20	29%	53	39%	98	42%	105	42%	105
Taxi / Private Hire Vehicle (PHV) and family/friend drop off (2.4 persons per vehicle)	7%	18	25%	63	16%	40	18%	45	18%	45
Other (not specified)	11%	66	1%	66	4%	24	7%	42	7%	42
Combined private car and PHV/drop off	15% (estimated)	38	56%	115	55%	138	60%	150	60%	150

The assessment now assumes modal share values informed by the Co-op Live post-purchase fan travel survey data (2025). The post-purchase survey is a broad survey consisting of questions on the overall fan experience, including how fans have travelled to an event.

Table 2-3 shows performance times throughout the week. Arrivals and departures from the event will be spaced out and take place outside of traditional network peak hours.

Table 2-3: Schedule of sessions

Session	Monday to Thursday	Friday	Saturday	Sunday
Matinee Doors			12:00-1:00pm	12:00-1:00pm
Matinee Performance			1:00-4:30pm	1:00-4:30pm
Dispersal (est)			3:45-4:30pm	3:45-4:30pm
Evening Doors	6:30-7:30pm	6:30-7:30pm	6:30-7:30pm	6:30-7:30pm
Evening Performance	7:30-11:30pm	7:30pm-12:00am	7:30pm-12:00am	7:30-11:30pm
Dispersal from	10:30pm	10:30pm	10:30pm	10:30pm
Close	1:00am	2:00am	2:00am	1:00am

Whilst these updated assumptions regarding mode share would increase the number of vehicular trips anticipated to the site to around 150 arrivals by car, this is approximately two additional vehicles per minute which would take place outside of the peak hours. Arrivals and dispersal are also expected to occur across more than one hour, further reducing the impact of the development on the surrounding network.

The scale of additional vehicle trips can be managed within the existing parking stock, drop-off and pick up facilities for the development and wider campus. Furthermore, it is considered that the assumed modal splits are robust - owing to the nature of the use, demographics, and evidence from existing sites, it is expected that the proportion of travel by private car would be less than stated. Additionally, trips associated with the proposed development will be managed through the various campus wide strategies, including Events Management Plan, TTMP, and Travel Plan. As a consequence, the proposed development is expected to have a negligible impact on the surrounding transport network.

2.3 Item 3: Existing operation

Traffic and transport operations at the Etihad Campus are managed by a Traffic and Transport Management Plan (TTMP). The TTMP defines a set of 82 operating modes around different combinations of venues in use, the timing of events (weekday or weekend) and whether events occur in isolation, concurrently or staggered.

Project Taverna is expected to fall within a number of these operational modes, with management measures that can vary significantly between each mode. It is therefore not appropriate to define a single set of conditions 'existing operation'. This response therefore seeks to give MCC confidence that the additional demands from project Taverna will be considered within existing operational procedures, be monitored dynamically and in liaison with key stakeholders, and that the impacts will be negligible in the context of wider campus activities.

The TTMP sets out pre-defined management responses for each, including parking allocation and stewarding to manage the different transport demand scenarios. Core modes are summarised in Table 2-4 below. These are further broken down within the TTMP to reflect the range of potential timings of coincident events.

The Events Management Strategy for Project Taverna will be incorporated into the overall TTMP, ensuring that the impact of the site is accounted for across campus-wide operations and for all possible event scenarios.

Table 2-4: TTMP Operational Modes

Mode	Description
Mode 1	Business as usual
Mode 2	1 or 2 small events
Mode 3A	Etihad Stadium event on a weekend
Mode 3B	Etihad Stadium event on a weekday
Mode 3C	Co-op Live event on a weekday
Mode 3D	Co-op Live event on a weekend
Mode 4A	Etihad Stadium and Joie Stadium events on a weekend
Mode 4B	Etihad Stadium and Joie Stadium events on a weekday
Mode 4C	Co-op Live and Joie Stadium events on a weekend
Mode 4D	Co-op Live and Joie Stadium events on a weekday
Mode 5A	Etihad Stadium, then Co-op Live with small GLL event on a weekend
Mode 5B	Etihad Stadium, then Co-op Live with small GLL event on a weekday
Mode 5C	Co-op Live, then Etihad Stadium with a small GLL event on a weekend
Mode 5D	Co-op Live, then Etihad Stadium with a small GLL event on a weekday
Mode 6A	Etihad Stadium and Co-op Live on a weekend

Mode	Description
Mode 6B	Etihad Stadium and Co-op Live on a weekday
Mode 7A	Etihad Stadium, Co-op Live and a small GLL event on a weekend
Mode 7B	Etihad Stadium, Co-op Live and a small GLL event on a weekday

This TTMP requires significant liaison between internal and external stakeholders including MCC, TfGM, MCFC, Co-op Live, GM Police, Metrolink, and consultants responsible for implementing traffic management, parking management, and car park admissions across the campus.

Each operational plan details, for example: principles, communications arrangements, car park allocations, operational timelines, pedestrian and vehicle management, green transport plan, drop/ off and pick up locations and traffic management measures. Each operational mode also details, for example, signage locations, road closures, temporary traffic regulation orders and signal operation to support the agreed traffic management measures.

Data is routinely collected and communicated between stakeholders through this process. At the request of MCC and TfGM, available data has been shared on the existing operation of the site during coincident events. Table 2-5 presents car parking capacities and egress times for recent events at selected car parks. Orange car park, being served from the Gibbon Street / Gate 3 access is most relevant to Project Taverna.

It should be noted that the site-wide parking management strategy is constantly under review in response to campus activities and demands and therefore the assignment of patrons of Project Taverna to car parks across the campus is subject to change and dependent on co-incident events each day. It should also be noted that the capacities of car parks and the site as a whole changes in response to the operational modes set out within the TTMP and the allocation of each event site assigned through plan.

Table 2-5: Campus Travel Data

Event(s)/ dates	TTMP mode	Total site car count	Site capacity	% count/ capacity	Time to clear blue car park	Time to clear orange car park	Clearance of car parks within target time (55 minutes)
Burnley and Simply Red (27/09/2025)	Mode 6	2500	3664	68%	Data not available	Data not available	Data not available
Ne-yo and Akon Day 1 (01/05/2026)	Mode 3	1715	Data not available	Data not available	38 minutes	23 minutes	Yes
Real Madrid and Dave (17/03/2026)	Mode 7	2754	3565	77% (Real Madrid)	35 minutes	36 minutes	Yes

This data indicates that:

- the existing access and adjacent car parks relevant to Project Taverna are currently being managed effectively and within target ranges for egress times;
- the scale of additional trips associated with Project Taverna is negligible in the context of existing events; and
- the impact of Project Taverna in terms of people trips and parking demand can be accommodated during co-incident events.

This information is also supported by the MCFC ‘Project Taverna Capability Statement’ (Appendix B) which states that the estimated uplift of car trips by visitors, accounting for the adjusted mode share values in

Table 2-2 from the baseline mode share in the Transport Statement, is ‘negligible in the context of the existing event and non-event traffic movements managed across the Campus’.

2.4 Item 4: Signal operation and pedestrian facilities

The TfGM/ MCC response is correct that during times when there are no matches or events on at the Co-op Live Arena, the current operation of the signals would result in delays leaving the site. MCFC accept that changes to signal operations at these times will be required, and funded by MCFC. This will be necessary not only to address the needs of Project Taverna but also to respond to the developing car park management strategy for the site. The applicant will continue discussions on the delivery of vehicle detection facilities at the Gibbon Street entrance with Highways and TfGM and TfGM are expected to share costings/ quotes for this work in due course.

It is, however, considered that the likely levels of additional pedestrian footfall and traffic at the site entrance would not justify the cost associated with the provision of a pedestrian phase across Gibbon Street. Patrons of project Taverna will be served by pedestrian infrastructure within the site, and those enhanced by the North Stand expansion.

Appendix A: High Level Events Management Strategy

Appendix B: MCFC Capability Statement

Appendix C: Figures