

Briefing Paper to Riverside Area Committee

Wards: All

12 January 2022

Subject: Update on Access Routes around the MKM Stadium

Briefing Paper of the Assistant Director Streetscene

1. Purpose of the Paper and Summary

- 1.1 To update Members of Riverside Area Committee on the progress made with options for access routes around the stadium.

2. Background

- 2.1 Riverside Area Committee made a request for options to be considered for improving access around the MKM Stadium.
- 2.2 Several options have been considered in consultation with the Stadium Management Company and are set out in more detail below.

3. Options Analysis

- 3.1 Option 1 – Northern Cycle/Pedestrian Route via Walton Street.
- 3.1.1 This option was analysed, and it became clear that this route was not a viable option due to the following disadvantages:
- 3.1.2 Traversing Walton Street Car Park would be difficult/impossible during Wednesday market days, match days, and Hull Fair week.
- 3.1.3 Creating a dedicated cycle route from the roundabout to Walton Street Car Park, past the all-weather pitches, would be challenging due to the SMC development plan indicating a narrowing of the roadway at this point (i.e., not allowing room for a cycle/pedestrian corridor).

3.2 Option 2 – Northern Cycle/Pedestrian Route via the Park Road (adjacent to the Tigers Trust Arena)

- 3.2.1 This route would provide a good link through to the park paths and through to Walton Street via the park road; this has existing traffic calming measures and could be used as a shared access with minimal additional work needed.
- 3.2.2 However, this option had to be ruled out following a meeting with SMC because of their planned redevelopment of the all-weather pitch area which would not allow the required space for a dedicated path/route.

3.3 Option 3 – Southern Route using the Outer Perimeter Road.

- 3.3.1 Ehab Allam expressed the SMC's willingness to bring the line of stadium security fencing to outside of the inner stadium road, effectively placing the car park outside of the secured area.
- 3.3.2 This would allow a cycle pedestrian route to be created without the requirement of a fenced corridor.
- 3.3.3 In addition, the SMC are proposing that they utilise the vehicle entrance into the park from Anlaby Road (not the underpass) as their main route, reducing traffic flow on the outer perimeter road.
- 3.3.4 Accessing this route from the bridge can be achieved in two ways:
 - a) using the existing ramp & returning on to the perimeter road;
 - b) constructing a new ramp or stairs (with channel) heading directly south.
- 3.3.5 The main disadvantage of this route is that access to the path network in West Park brings cyclists & pedestrians into conflict with vehicular routes at three points.

3.4 Option 4 – Southern Route along the outside of the Inner Perimeter Road.

- 3.4.1 To reduce the conflict with vehicles above, HCC have looked at the possibility of a more direct route to the park, running close to the outside of the proposed inner security fencing & linking to the park paths just north of the taxi turning point.
- 3.4.2 This links well into the park path network & only brings users into conflict with a vehicular route at one point.
- 3.4.3 This option has been sent to the SMC for comment, none yet received.

4. Next Steps

- 4.1 Members are requested to provide feedback on the final two options proposed i.e., Options 3 & 4.
- 4.2 Progress a detailed feasibility concept of a preferred option to allow a cost estimate to be produced.

Andy Burton

Assistant Director Streetscene

Contact Officer: **Peter Chilton** – Telephone No. : 01482 816133
Andrew Wilson Telephone No. : 01482 612767

Officer Interests: None

Background Documents: - None