

Consultation Response Scoreboard Replacement

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Isle of Man
Government

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1. Background.

This Consultation Response is issued by the Department for Enterprise following its consultation on the options for the replacement of the TT Course Scoreboard on Glencrutchery Road, Douglas.

The Scoreboard is situated on the northwest side of Glencrutchery Road right opposite the Grandstand and Nobles Park. It has a fairly elevated position above Douglas with a moderate to high degree of exposure to the elements.

The scoreboard, originally a mobile structure, was incorporated into the current permanent structure in the late 1980's, approximately the same time as the existing Grandstand structure was built.

The Scoreboard is a simple structure comprising a single line of vertical steel stanchions, spaced at about 2 metre centres and clad with timber boarding for displaying rider status and race details. There are cantilevered walkways, top and bottom, and a small cantilevered canopy roof at the very top. Access to the upper walkways is via ladders onto a central landing stage.

The stanchions are built into the pavement, presumably on concrete pads and, for the main part, support the timber boarding on which rider lap positions and times are displayed manually during the races, using hanging tiles.

There is a 1 metre walkway between the outer edge of the walkway and the road/racetrack which has protective "Armco" barrier and immediately outside this a "Geobrugg" concrete barrier and debris fence was erected in 2015.

The scoreboard consists of a north, central and south leader board, providing position and lap times for the top 6 riders, plus two joining sections containing information for each competitor taking part in the race.

The Scoreboard currently provides information to fans in the Grandstand and teams in pit lane, through the use of paper, a number of indicator lights and a positional 'clock' system, currently operated by the Island's Scouts with lap times, lap speeds and position of the top 6 riders on the leader boards. Individual painted 'slates' are used on the scoreboard to provide similar data for each rider and each lap.

In addition to the Scoreboard structure there are 2 timing huts situated on the Northern leader board. The timing huts are stacked on top of each other, with the top level used for timekeeping functions and the lower level used for operation of the Scoreboard lighting system.

The Scoreboard and timing huts are now in a condition that will require the existing structure to be replaced in the next 12 – 24 months, whilst the Department has identified a number of replacement options, views are being sought from interested parties as to what the replacement should be.

In assessing the need for a replacement, the Department has identified the requirements of the scoreboards and these are:

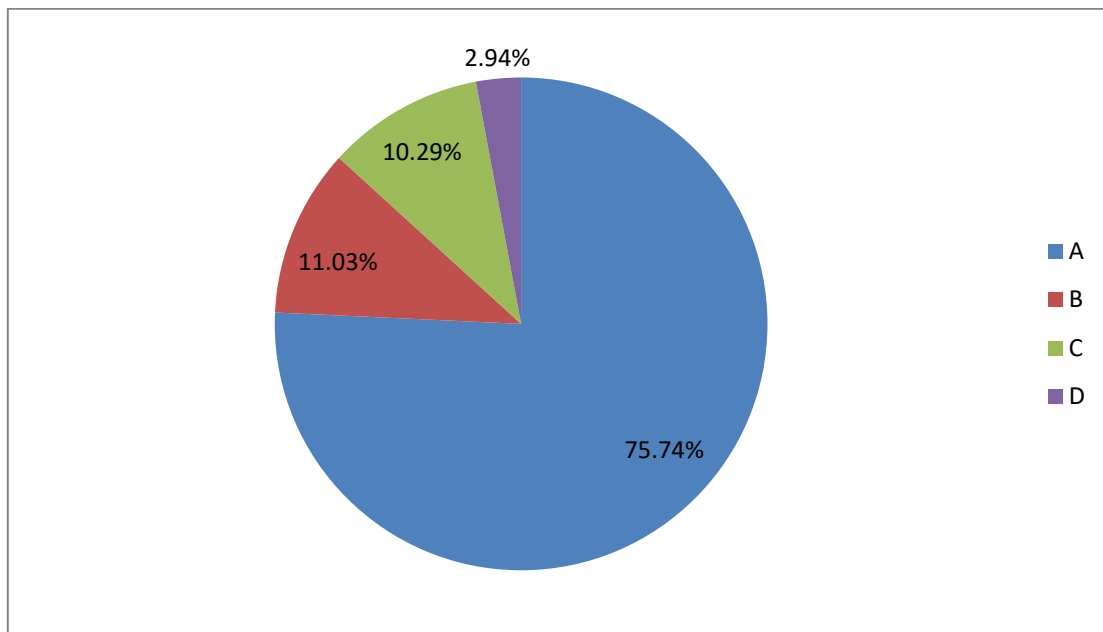
- a) To provide spectators in the Grandstand and within sight of the Scoreboard with information as to the status of the racing, including rider positions, lap times and speeds;
- b) To provide information to pit crews within pit lane as to the position of their rider(s) and also an indication of when they may be approaching the pits for a scheduled pit stop, through the use of the indicator lights; and
- c) Due consideration within any replacement design to be given to the tradition and history of the Scoreboard and timing huts.

The Department has identified a number of potential options:

- a) To build a “like for like” permanent fixed replacement with no changes to the overall design;
- b) To build a “like for like” permanent fixed replacement with certain technological changes, with the replacement of certain aspects of operation, the clocks for example, with a more up to date functionality, based around digital panels;
- c) To build a replacement with a mix of old and new technologies in a permanent fixed solution, replacing the Centre, North and South leader boards with digital screens, replacing the joining sections with a traditional design, with the potential of these being manually operated as currently or replaced with updated technology; and
- d) To remove the current structure and to replace the whole scoreboard with one or more mobile digital screens.

2. Summary of Responses.

The Department received over 500 direct responses, however a significant number of these were found to be duplicates, sent from alternate e-mail addresses and on occasion multiple times from the same address. Once all duplicated responses were removed, 163 unique responses were analysed and the percentage split of the responses is shown below:



Option A. - To build a “like for like” permanent fixed replacement with no changes to the overall design.

This option received the most responses, 75.74% (103 responses) with 32% of these responses

being a simple single line response statement, in a number of cases lifted directly from a Facebook page, including formatting.

The remaining 68% of Option A responses included comments such as:

- Please do not let the historic TT score/timing board be confined to the history books, this has and always should be part of the TT Spectacle!!;
- I cannot believe that you would even contemplate destroying the TT Scoreboard, when it is such an iconic feature of the TT & MGP. Fans have all the timing information that they need on their phones & the scoreboard itself is just a physical part of the history of the racing;
- Please leave score board as is! It's part of the TT experience. We like the idea of the Scouts and the slate;
- I have been coming to the TT since 1966. Do not lose the Heritage built up over many years with something modern and sterile. Above all, keep the Scouts involved; and
- For the past 100 years, virtually every photograph taken at the Grandstand has this very iconic scoreboard in the background of the photo, a great piece of heritage, behind the photos of the winners crossing the line!

Option B. - To build a "like for like" permanent fixed replacement with certain technological changes, with the replacement of certain aspects of operation, the clocks for example, with a more up to date functionality, based around digital panels.

With 11.03% (15) of responses, Option B was the option with the next largest response, each response containing more comment than for those supporting Option A., general comments included:

- To build a "like for like" permanent fixed replacement with certain technological changes, with the replacement of certain aspects of operation, the clocks for example, with a more up to date functionality, based around digital panels;
- I would like to see a blend of the old and the new. I enjoy the look of the old scoreboard and the participation of the Scouts and the hand painting of the winning times. This feels like a community effort and is very simple to follow. The addition of some technological changes would be appreciated too, although digital imagery is sometimes hard to see, depending on the position of the sun. Probably option B would be my preferred choice in your recent document;
- We would prefer that the style of the scoreboard is retained, in respect of leader board and speed/time data, but accept that this could be accomplished via a more technology driven methodology e.g. back operated electronic numerals within a mimic of the existing frames.

Option C. - To build a replacement with a mix of old and new technologies in a permanent fixed solution, replacing the Centre, North and South leader boards with digital screens, replacing the joining sections with a traditional design, with the potential of these being manually operated as currently or replaced with updated technology.

Option C with 10.29% of responses (14) was very close to option B in total numbers, but did contain significantly larger responses and comments. The most significant response in favour of this format was received from the Scout Association itself, which in support of option C stated:

- This option would give the best all-round advantage and would probably be the most cost effective with regard to improving the overall effect. We would recommend the main operating boards be replaced with a similar existing manual design. The north and south leader boards could be replaced with digital screens as the information on these can be readily replicated digitally. This would also cut down the cost of painters at these boards. The centre board could be replaced with a 'live screen' relaying race scenes from strategic locations around the course.
- To keep the main structure looking like the original, with improvements, consideration could be given to its final position. If the scoreboards were moved back slightly towards the Cemetery, i.e. reconstructed from the pavement edge, this would give a small additional width to the road. The width of the clock gantry could be increased by 50%, which would also give protection to the Scouts from rain at the back of the boards. An improved design for the steps, both to the clock gantry and 'tear-off' staging, would overcome access difficulties in both areas.
- The new led indicator lights on the scoreboard are not fit for purpose. They cannot be seen from an angle and are difficult to see whether they are on when viewed in direct sunlight. On fine sunny race days in the summer, this could also be a major problem when viewing digital screens on the scoreboard.
- Due consideration should be given to the replacement and positioning of the time box and light box for maximum visibility of the course, including the start line.

Option D. - To remove the current structure and to replace the whole scoreboard with one or more mobile digital screens.

Receiving only 2.94% of all responses (4), this was the least favoured option of all, with the general comments related to bringing the events into the modern world, presenting fans with as much information as possible on large screens.

Analysis

If a simple analysis of the responses, based purely on statistics is made, then the scoreboards should be replaced with a "like for like" construction as the preferred option, although the ability to construct out of modern materials, but to maintain the look, feel and operation is also discussed as a possibility.

However, when taking the comments made in support of Option A into account, it is very clear that this support is based mainly on maintaining the heritage of the event *and* the operation of the scoreboard by the Scouts.

Option B, the second highest option would be to rebuild the scoreboards using a hybrid design, using a combination of historic and modern methods to deliver the information.

As the Scouts Association, the body who supplies the workforce for the scoreboard is supportive of the use of a mix of technology, although tending towards the use of larger screens to replace the leader boards, it is suggested that Option C should really be given greater weight than option B,

Option D only 2.9% of responses may be discounted at this stage of the analysis.

In the final analysis it can be concluded that the decision on the look and feel of the scoreboard should take into account both the response from the Scout Association and those responses

received indicating a preference for Option A.

3. Next Steps.

The Department has taken the responses into account and will now commissioning design work for the replacement Scoreboard that will retain the fundamental look and feel of the existing Scoreboard, but will also contain certain elements of modern digital technology within that look and feel.

The retention of the Scout Association as the main operating force behind the revised design will be one of the main design requirements, whilst taking into account the need for safety and if possible the removal of the safety fencing.

Once the initial design has been completed, the Department will work with stakeholders, including the Scout Association, the Department of Infrastructure, the race organisers and the planning authorities to ensure the replacement design is suitable and fit for purpose.



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