



CTM

Event Traffic Management

Catton Hall Event 2023

Catton Hall,
Catton Park,
Walton-on-Trent
DE12 8LN

Traffic Management Plan

Version 1.0

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This document details the traffic management measures to be put in place for this event. CTM are responsible, on behalf of the promoter, for the implementation of parking and accreditation staff for the event and the oversight of all external traffic management companies.

The contents of this publication are provided in good faith, and the author cannot be held responsible for any errors or omissions contained herein. Any persons relying upon the information must independently satisfy him or herself as to the safety or any other implications of acting upon such information, and no liability shall be accepted by the author in the event of reliance neither upon such information nor for any damage or injury arising from any interpretation of its contents. This document may not be used as any part of a risk assessment.

The following groups and individuals have or will be consulted outside of the SAG in the preparation of this plan.

Some information contained within the plan contain a level of specificity not readily available to the author as held by Event Organiser/s not in a working relationship with the author. Where information is considered essential to SAG, coordination has occurred, and planning has been aligned. Where not essential indicative figures have been presented in red.

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For information pertaining to Build & Break Routes please see Section **3.2 Routes**, pages 5-9

For information pertaining to Chetwynd Bridge please see (Ingress Operation) Section **6.1 Chetwynd Bridge** pages 15-16. & (Contingency Routes Appendix)

1. Event Data

	Bearded Theory	Sausage & Cider Festival	Back 2 Festival	Bloodstock
Location	Catton Hall, Catton Park, Walton-on-Trent DE12 8LN			
Dates of Event	Thu May 25 - Sun May 28	Thu Jun 22 - Sun Jun 25	Thu Jun 29 - Sun Jul 2	Thu Aug 10 - Sun Aug 13
Build Phase of Events				Tues Aug 1st - Thurs Aug 10th
Opening Times*				
Closing Times*				
CTM Ops Dates	Wed May 24 - Mon May 29	N/A	N/A	Wed Aug 9 - Mon Aug 14
CTM Build Dates	Thu May 18 - Wed May 24	N/A	N/A	Mon Aug 7 - Wed Aug 9
Directional Signage Dates	Day in advance of Show ingress (See Event Signage)			
Type of Event	Festival			
Licensed Capacity				19,999

2. Overview

Post a DESAG Traffic Management Subgroup held 13th September 2022, the following proposal of measures have been stipulated for Events held at Catton Hall in 2023.

- All Events held in the calendar year to create Traffic Management Plans for Build and Break, and separate plans for ingress/egress of public for the event. These plans should then, via event organisers, be made available to the relevant interested parties.
- A linear approach be used for appropriate hours of operation and adhered to by all events, subject to approved deviation rules.
- Appropriate measures be documented to control vehicle movements from Walton and back avoiding meets on narrow lane.
- Consideration be made to use lower height loads, to avoid height restricted routes.
- Consider pooling resources on site to stay present across the calendar of events, to mitigate unnecessary additional routing.
- A Communications Plan exist to consider Parishes, Media, & local residents.
- Pay particular attention to management of Chetwynd Bridge to mitigate any weight sensitivity.

All other points covered within DESAG should be satisfied by Event specific Traffic Management Plans.

2.1 The Proposed Events

- Bearded Theory: Start Mid May, collapsed by end of first week in June.
- James Dean Events Start Mid-June, collapsed by end of first week in July.
- Bloodstock Start 1st week of Aug, collapsed by end of third week in August.

2.2 Site Description

Catton Hall is a 250-acre private country estate situated between Derby and Lichfield on the West Midlands, Staffordshire and South Derbyshire border. For the purposes of the Festival, the site is only accessible via the A38/A513.

Catton Hall in South Derbyshire is home to the glorious private estate of Catton Hall, owned by the same family since 1405. The present Hall was built in 1745 and stands on the banks of the River Trent. The house remains virtually unchanged as does its original collection of fine family and royal portraits plus 17th and 18th century Dutch and Italian paintings. There are family connections with Lord Byron, Napoleon and the Duke of Cumberland, George III's brother.

Although Catton Hall is not open to the general public, private group tours can be arranged all year.

The parkland and Catton Hall itself has hosted regular events for over 25 years, ranging from seminars to celebrations, horse trials to rock concerts (including Bearded Theory Music Festival and Bloodstock Open Air), caravan rallies to game shooting.

Nearby places to visit include the National Memorial Arboretum, Rosliston Forestry Centre and National Forest Adventure Farm.

2.3 Overview of Road Layout in Proximity to the Site

Catton Hall is situated south of Burton-on-Trent between Walton-on-Trent and Alrewas. The A38/A513 serves as the only official route to the event.

The route from the A38 via Walton on Trent is not suitable for event traffic and has a narrow bridge with a 7'-6" width restriction and 3T Max Gross Weight restriction.

Northbound on the A513 Chetwynd Bridge has had a weight restriction in place to prevent unnecessary degradation of the Bridge. To prevent further damage and full closure to all traffic, a new 7.5-tonne weight restriction will be in place. This prevents any use by freight vehicles above the 7.5-tonne limit. Pre-arrival communication and signage will divert to appropriate routes.

3. Pre-Event Traffic

3.1 Pre and Post Event Traffic

Prior to the event there will be a level of production traffic entering and exiting the venue. This production traffic is expected to have some impact on local or through traffic due to route restrictions and proximity to Walton-on-Trent and other villages. To avoid unnecessary disruption to residents and potentially slow-moving passing points for HGVs, certain mitigative measures have been made in planning.

The access point used for pre-, and post-event production traffic into the site will be, whilst independently named by each event, cumulatively via Main Street. Satellite Navigation using event postcode will bring build traffic to Main Street from all directions where the road will be signed with wayfinding yellow and black road signage in both directions along with additional caution signage to warn through traffic of large vehicles turning ahead.

Within the final construction week, the level of production traffic will gradually increase as additional crew, contractors, traders etc. begin to arrive to the venue in preparation for the event. This additional level of production traffic is not expected to impact any local or through traffic.

Directly following the event there will be an immediate offload of core freight from the venue. This is expected to be complete within the first few days, weather permitting. After these dates, production traffic levels will lower further, and the breakdown of the event will continue for the following 2-3 weeks. Each Event will implement the same level of due diligence toward breakdown as was implemented with build phases. This post event traffic is not expected to impact any local or through traffic outside of green movement phases.

Directional information and on-site time restrictions will be clearly communicated with contractors attending the venue, ahead of time and during daily site inductions, to ease with both build and break phases. These timings will be communicated to local parishes and councils.

3.2 Routes

All Catton Hall Events will use the same Arrivals Gate for Build & Break.

Designated routes to the venue during build and break phases have been considered based on freight restrictions on routes, proximity to venue, proximity to A roads, and route duration. The following routes have been decided.

A38 onto the A513 via Chetwynd Bridge. **See figure 1 below**

A513 Northbound from Tamworth. **See figure 2 below.**

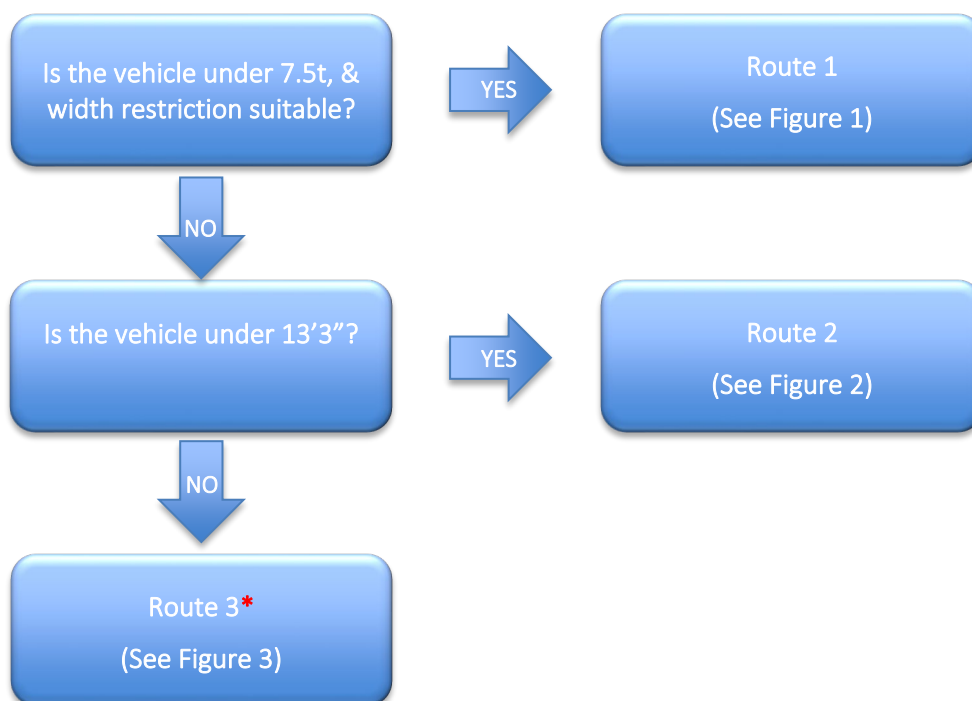
Walton Road southbound via Walton-on-Trent. **See figure 3 below**

Vehicles will egress via their ingress route, reversed.

Where possible, Event Organisers endeavour to promote freight arrivals from vehicles below the 13'3" limit imposed by the northbound A513. **See Figure 4 below.** Considerations must also be made for environmental, and cost implications of addition freight vehicles.

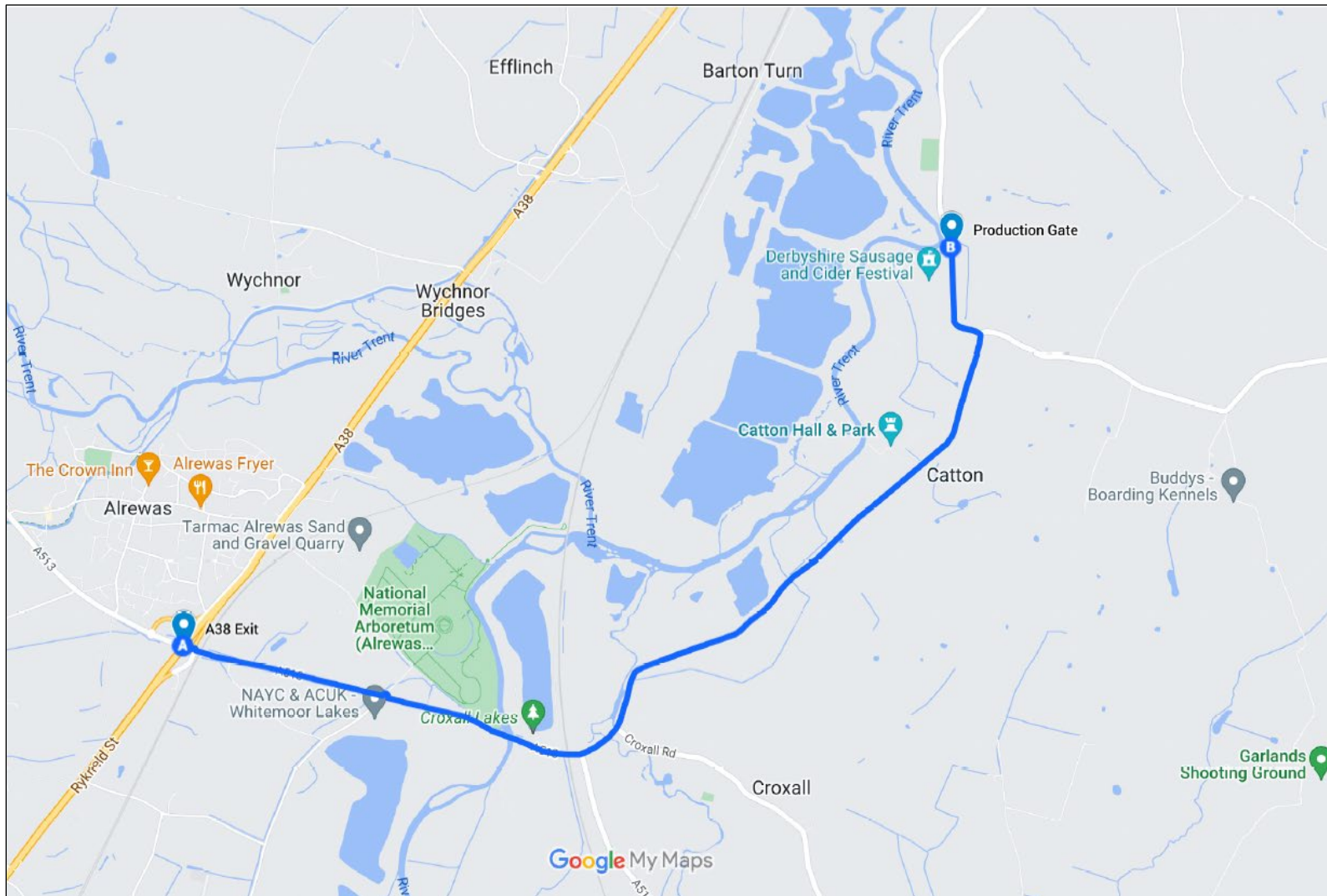
All vehicles will be sent the following instructions to plan their arrival to site.

The routes into Catton Park have various weight limits, height limits or timing restrictions due to narrow lanes through residential areas. Please use the below flow chart to determine which route you should take.

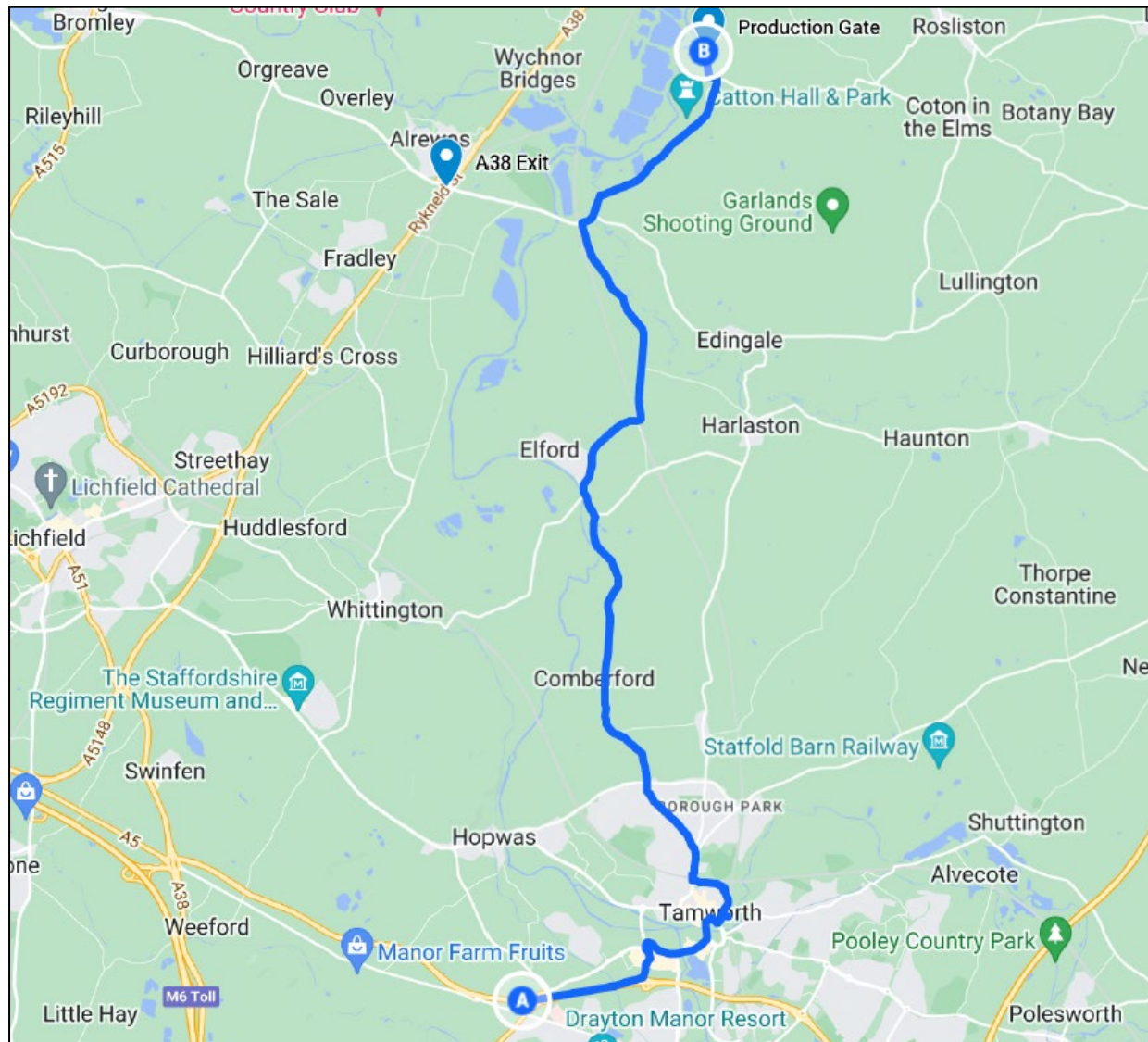


****HGVs using route 3 must adhere to the green movement window where possible. Any movement during amber and red windows must be arranged in advance by festival management.**

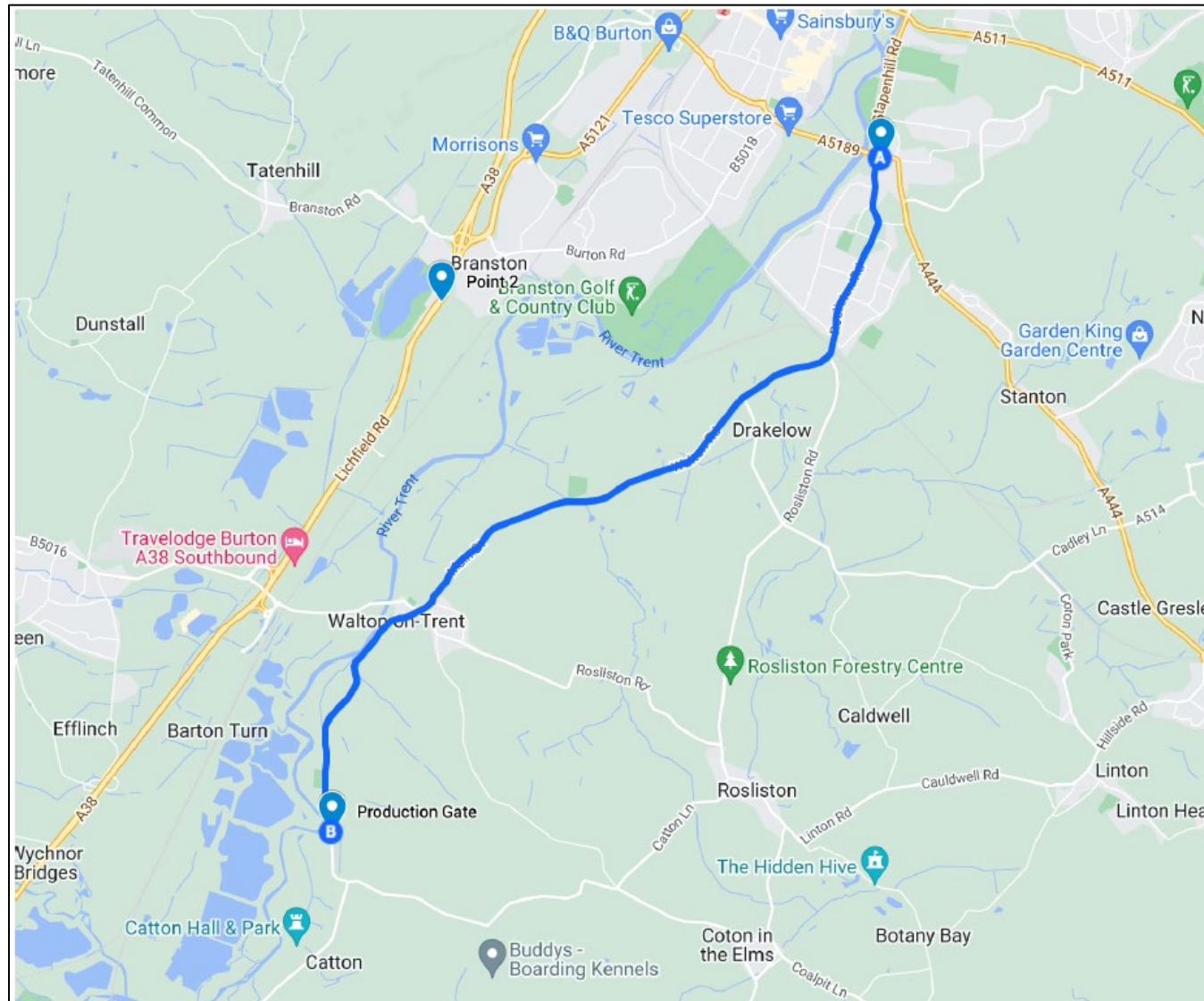
3.2.1 Figure 1



3.2.2 Figure 2



3.2.3 Figure 3



3.2.4 Figure 4



3.3 Expected Traffic Levels and Arrival Times

All Events at Catton Hall will adhere to a traffic light system when organising and communicating Freight arrivals and departures. These will be graded as Red, Amber, & Green time zones.

Zone	Timeframe	Restriction
Red	22:00 – 06:00	Prohibited Ingress
Amber	06:00 – 09:30 17:00 – 22:00	Prohibited Vehicle movement where reasonable, outside of pre-existing contractual agreements.
Green	09:30 – 17:00	Restriction Free

Whereby movements to occur in Red and Amber Zones are known in advance, these will be communicated, with explicit reasons why the move needed to take place, to local parish councils, and possibly all businesses and residences on route. Some Contractors may have to arrive outside of traffic light hours, but this will be the exception.

Whereby smaller freight vehicles are scheduled to use only A513 for routing, avoiding Walton-on-Trent, a more expansive freight timetable can be considered with less enforced time restrictions.

All Events will make available a freight timetable for circulation to local parishes and councils, separate of this document, closer to event start.

4. Event Traffic

4.1 Expected Traffic Levels and Arrival Times

Based on previous years’ experience between 90% of weekend ticket holders will arrive over the course of Thursday 10th August while the remainder of weekend and Day ticket holders are expected to arrive on Friday 11th, Saturday 12th and Sunday 13th August.

This would result in the following maximum volume of vehicles arriving on each day.

Day	Expected maximum number of ticket holders arriving	Expected number of vehicles*
Thursday	13,500	3500 Cars 350 Campervans/Caravans
Friday, Saturday, Sunday	1200 per day	350 cars per day

There will be vehicles arriving on both the Saturday and Sunday but in far lower volumes as these will be ticket holders staying in hotels/bed and breakfasts etc. There is currently no data from previous years of the number of vehicles arriving and leaving the site each day. CTM personnel will be collecting hourly counts of the number of vehicles entering each car park/campervan field during the event to assist with planning in future years, this information will be logged with event control during the event.

The advertised times for the car parks opening are 12:00hrs Thursday. However, both the public car park and campervan Fields will be open from 0600hrs on the Thursday and 0700hrs on the Friday/Saturday and Sunday.

4.2 Access Routes

There is only one signed route to the site which is the A38/A513. Routing information is sent to all contractors, crew and ticket holders. Event signage advising the event is not accessible via Walton-on-Trent will be deployed from the first build day to the final breakdown day.

4.3 Vehicle Labelling System

All vehicles are scanned on arrival so they can be easily identified and directed to their relevant parking areas and avoid any unnecessary delays.

5. Ingress Operations

5.1 Accessible

A designated section of land will be designated to accessible vehicle users, separate from standard public parking. If not completely separate, a front section of the main car park will be set aside for the accessible ticket holders.

5.2 Campervans

There are 2 campervan / caravan parking fields. Field 1 accommodates 267 pitches and Campervan field 2 accommodates 108 pitches. Pitches will be clearly marked out.

5.3 Shuttle Bus from Train Station

The shuttle bus service operates only on Thursday and Monday from Tamworth Train Station to the festival site.

5.4 Coach Packages

There is a pre-booked national coach service operated by Big Green Coach. The coaches drop patrons at the festival on Thursday 10th August between 11:00 - 15:00 and collects them on Monday 14th August between 08:00 - 11:00

5.5 Motorbikes

There is designated parking for motorbikes within the VIP Car park.

5.6 Production and Artists

Production and artists are accredited on arrival the from the production accreditation box office situated in the crew car park which is clearly displayed on the AA road signs.

5.7 Crew & Artists

Crew and Artists will be parked in a dedicated car park. A minibus service will run between this point and the main festival arena from Thursday 10th at 06:00 until 02:00

5.8 Pick Up/ Drop Off and Taxi Operation

Those dropping off and picking up will do so from the main public car park on Thursday and Monday. On Friday, Saturday and Sunday the Pick up and Drop off point will move much closer to the main coach drop off point as there are no national coaches or shuttles operating on these days. This is sign posted with free standing AA road signage that can be repositioned as required.

6. Ingress Routes

All routes are signed in off the A38 Tamworth/A513 junction. The routing information is the information made available to all those attending the festival.

Directional signage will be in place to direct the different groups of vehicles to their designated parking area. See Appendix C: Signage Plan.

There will be a CTM motorcyclist operating between the site on during the inbound period on Thursday 10th August. The motorcyclist will move on any vehicles which have pulled over, monitor traffic queues and call in any breakdowns or other issues on the route.

6.1 Chetwynd Bridge Works

The below details a proposed joint effort by promoters to mitigate existing issues with Chetwynd Bridge use. This plan shall be universal and individually satisfied by events whereby CTM are not the chosen traffic management contractor.

Chetwynd Bridge has been already reduced to single file traffic and traffic signals have been installed.

A further reduction in the width of the Bridge is under consideration to protect the bridge from unwanted and dangerous use by HGV's who have taken to ignoring instructions to avoid the Bridge on their route to Drakelow.

The efforts in place to maintain Event access via Chetwynd Bridge display its necessity to the continued success of Catton Hall Events and its maintenance is vital to Event Organisers and Landowners alike. It is incumbent on this plan to protect the Bridge from a full closure and preserve its use for future years.

As detailed above, due to this being the primary route to the site and the proximity to the A38 (1 mile) CTM will, once again, seek approval to take control of the traffic signals which have been installed. Alongside light control, Events aim to further protect the Bridge with the following measures.

- Strict Operational Timetable for width restriction hiatus.
- Additional staffing resource with briefing detail to redirect any larger vehicles away from Chetwynd Bridge at the Arboretum roundabout.
- Plan to reinstall width restriction outside of operational hours with temporary TM.
- Robust Signage on A513

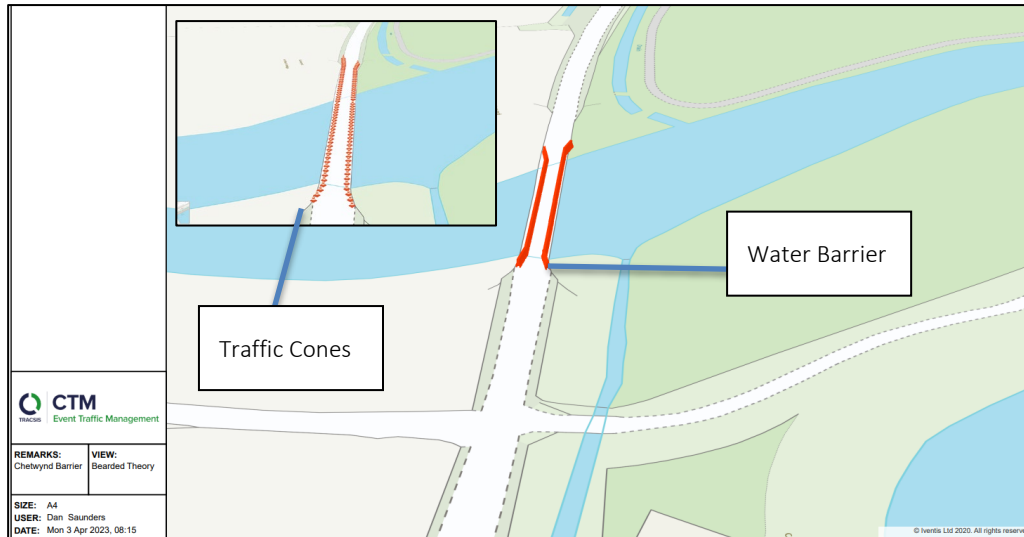
The Plan would consist of standard width restriction installation as planned, however with consultation with event organisers on the materials to be used. At present Chetwynd Bridge already has concrete barrier in place to protect the edges from collision. Water Barrier would be narrowing but also offer a less time-consuming removal on Event Days.

A suggested Operational Timetable for Hiatus:

Thursday – 0700hrs – 2300hrs

Friday, Saturday and Sunday – 0700hrs – 1400hrs

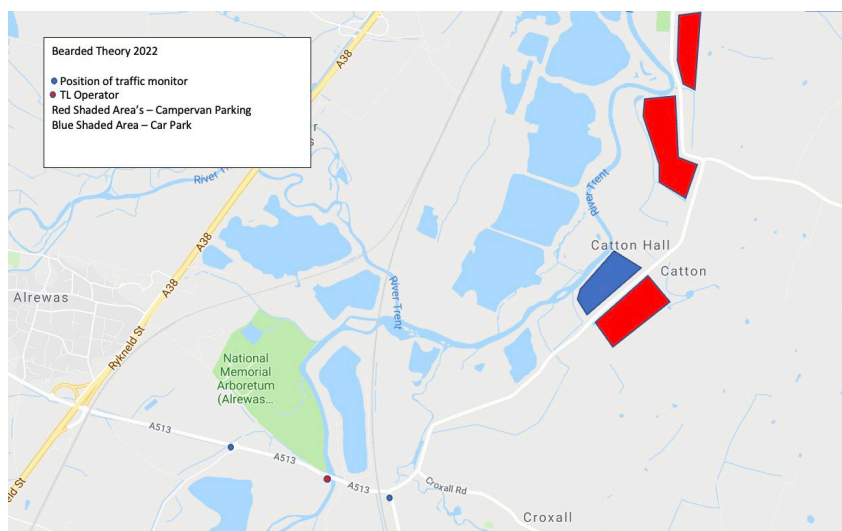
Monday – 0700hrs – 1400hrs



In addition, CTM will have spotters located both north and south of the lights to monitor traffic build up. These positions will also be briefed to pick out any HGV vehicles on their approach to the Arboretum roundabout and redirect back to the A38. As previously stated, all freight vehicles will have been sent clear instructions on how to arrive to the venue and no Event specific HGVs will be routing to the event at the same time as general public. As such, their journeys will only occur while the width restriction is in place.

The operation will be overseen by a CTM manager who will also monitor queues on Google Earth and will co-ordinate the operation, feeding back queue lengths and times to event control. The intention is to prioritise traffic originating from the A38. The trigger point for giving more green time on traffic travelling East towards the site on the A513 will be the RAB at the National Arboretum which is a distance of approx. 600m. The team stationed at the RAB will be in communication with the event traffic manager by 2-way radio and phone. Advance warning of ‘Long Delays’ westbound on the A513 at Chetwynd Bridge and will be installed 3 weeks prior to the event in order to minimise traffic volumes from this direction. In addition, a chapter 8 accredited operative will be positioned at railway bridge to ensure that vehicles travelling westbound on the A513 do not block the railway bridge preventing high sided vehicles from travelling through the bridge and causing delays to eastbound traffic.

The promoter and estate have communicated the measures with the Local parishes.



6.2 Public North

From the North: Follow the M1 Southbound and exit onto the A38 at Junction 28, heading West for Burton / Birmingham. Keep travelling until you pick up the AA road signs, which will exit you at the Alrewas / Rugely / Tamworth A513 turnoff. Follow the signs to the festival.

6.3 Public South

From the West or South (a): From the M5 (from the West) or the M40 (from London), take the M42 Northbound. Between Junctions 8 and 9 take the M6 toll road and exit at T4 onto the A38 Northbound. Follow AA Road signs which will exit you at the Alrewas / Rugely / Tamworth A513 turnoff. Follow the signs to the festival.

From the South (b): Take the M1 from London, and exit at Junction 24, following the A50 to Stoke. After a few miles, you will exit onto the A38 to Burton. Follow the AA road signs which will exit you at the Alrewas / Rugely / Tamworth A513 turnoff. Follow the signs to the festival.

A large proportion of traffic from the South will route from the M6 and M42 via the A5 and Tawmorth to the Events on the A513.

6.4 Public West

From the West or South (a): From the M5 (from the West) or the M40 (from London), take the M42 Northbound. Between Junctions 8 and 9 take the M6 toll road and exit at T4 onto the A38 Northbound. Follow AA Road signs which will exit you at the Alrewas / Rugely / Tamworth A513 turnoff. Follow the signs to the festival.

6.5 Special Access Routes for Reserved Parking or Coaches

There are no alternative routes for coaches or other vehicle types, coaches will be parked within the main public car park. It is not expected there will be a high volume of coaches, numbers in previous years have seen approx. 12 - 15 coaches.

6.6 Emergency Services Access Routes

TBC with the emergency services.

6.7 Pedestrian Routes

There are no pedestrian routes to the site.

6.8 Local Access Routes

All production traffic and crew and public will be advised in advance that there is no route to the site via Walton-on-Trent. Signage will be installed advising that there is no access to the festival via this route and directing all traffic back onto the A38 to the next Junction. See Appendix 2: Signage Plan

A VMS will also be installed at this location to further re-enforce the static signage. The exact location for the siting of this sign is to be confirmed with the relevant authority.

7. Ticket Accreditation and Sales

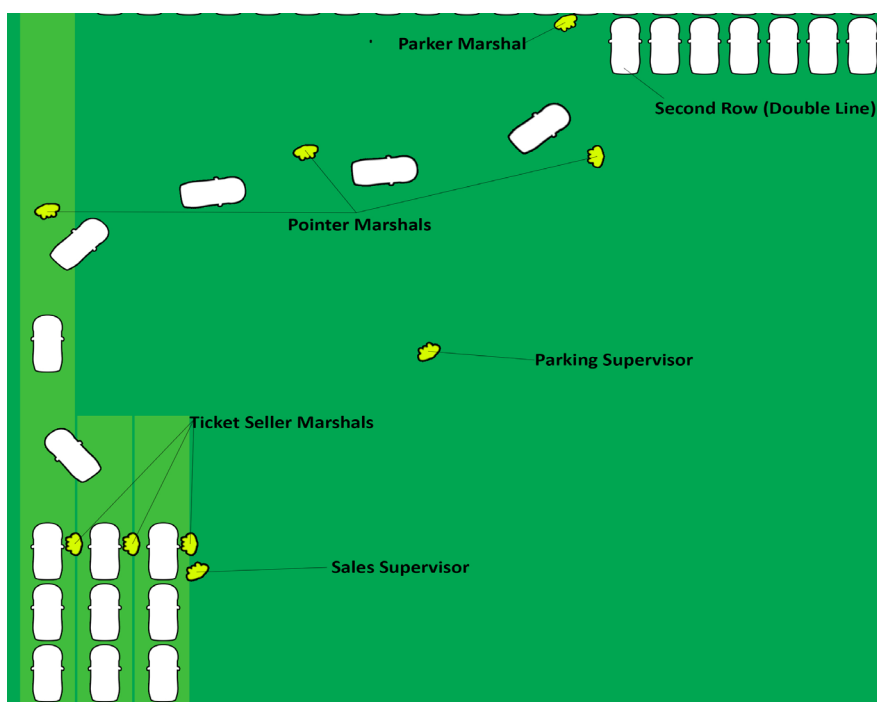
7.1 Vehicle and Occupants

All individual accreditation’s will be carried out on foot at the festivals box officers.

There is a charge for the car park which is (£20.00 in advance). All those purchasing car park tickets in advance will be sent an e-ticket to present for scanning on arrival. All those who wish to pay on arrival will be stopped in the pay-lanes and charged the car park fee and issued with a car park hanger.

Campervan ticket holders are all been sold in advance and will present an eticket on arrival to be scanned and then park in the designated pitch. The table below illustrates the maximum throughput per hour of the check lanes.

Gate	Day	No of pay lanes	Minimum vehicle throughput per minute - per lane	Vehicle’s p/h
PUBLIC CAR PARK ENTRANCE GATE	Thursday	8 (4 x PP, 4 x CV)	3	1440
	Friday	6 (3 x PP, 3 x CV)	3	1080
	Saturday	4	3	720
	Sunday	2	3	360



8. Car Parking Operation

8.1 Parking Preparations

Before the event goes live to the audience and shortly following, traffic management will complete a series of build phases that include the following checks:

- That traffic can maintain a reasonable but safe speed once on the venue to limit decision making times and therefore potential congestion.
- That sufficient parking areas are built and complete to accommodate the scheduled level of incoming traffic.
- That Health and safety and risk assessment checks are also undertaken to ensure that the areas and the equipment within them are structurally sound and suitable for public interaction.
- Staff briefings and site tours.

The main public car park is accessed via Gate H and which provides good vehicular access. The car park is a grass field. Parallel check/pay lanes will be installed approximately 90m into the car park. The parking areas are marked out with clearly defined vehicle routes & fire avenues. All car park sections are clearly delineated with colour coded numbered section boards and additional directional signage for sub- groups e.g., Disabled and exit signage.

The campervan fields will be marked out in the same way with the addition of mow lines to delineate individual pitches. Track pads will also be installed at each turning point into the various campervan sections.

8.2 Traffic Infrastructure Build and Breakdown

All car parking areas are designed and calculated to accommodate the maximum number of vehicles that the space can offer, taking terrain and elevation into account where possible. This gives greater flexibility to traffic management during the parking phase of the operation, especially in wet or extreme weather scenarios.

The building of the car parking areas will commence three days prior to Show open and conclude one day post. The build crew will remain small and use steel pins and coloured rope to indicate vehicle avenues and the segregated parking areas.

Partial car park breakdown will be carried out as soon as the final vehicles have entered on the final event day, leaving primary vehicle avenues in place for exiting traffic. Final breakdown will continue following the exit of the remaining vehicles onsite.

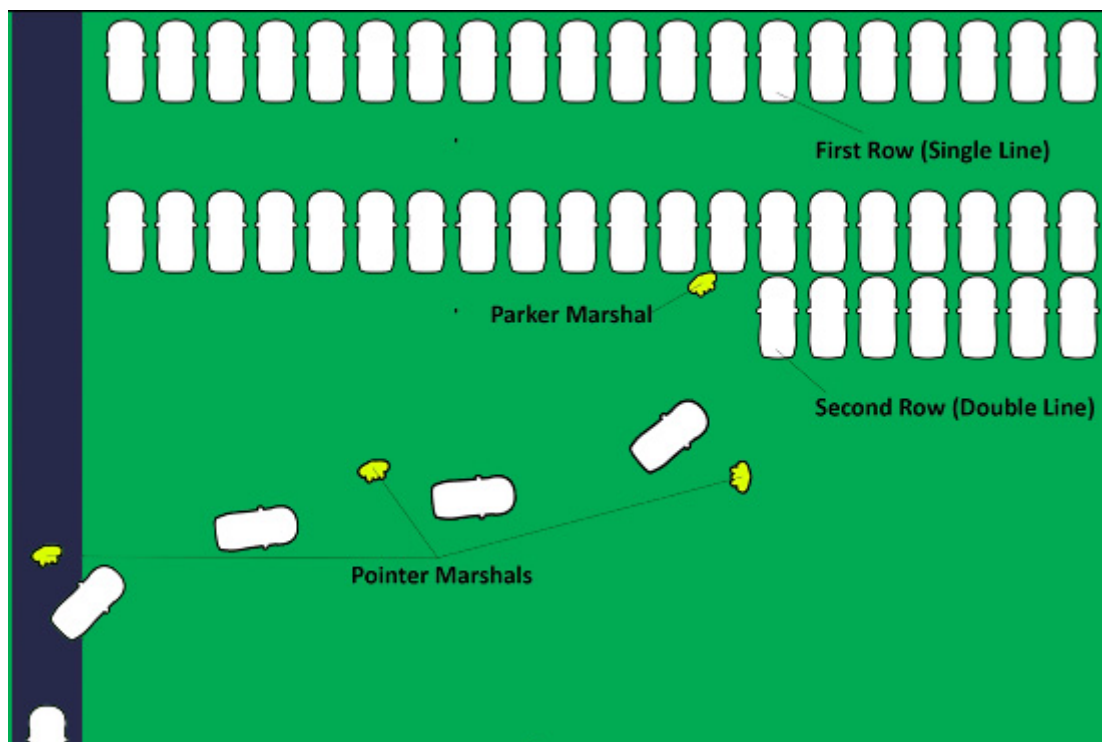
8.3 Vehicle Direction and Parking

Once internal, all traffic will continue forward by the direction of avenue marshals, visual pointing and internal signage. Once a vehicle exits an avenue along its route and into a parking area, it falls under the responsibility of the field marshals to continue the route direction toward the areas parking team. Field marshals must ensure that the long chain of traffic approaches the parking at the correct angle for ease of final parking position, but also to ensure that spacing between parked vehicles is not too large as this will lessen the vehicles per acre.

The parking team can be made up of one to three marshals, all with specific roles to complete, in order to create a speedy, efficient, and seamless parking operation. Tasks covered within these roles consist of directly signally to the parking vehicle’s driver with regards to distance and speed, before signalling to stop the vehicle. Parking team will judge the distance between vehicle rows as well as the distance between rows and initiate the parking of new rows as the previous row is being completed.

Each car park will also have a designated car counter marshal in order for the area supervisor to continually monitor the amount of traffic within the car park, at what rate it has entered throughout the day and the estimated remaining vehicles to enter until the ingress period ends. This information will then be fed back to Event Control where it will be collated and stored.

8.4 Typical Parking Operation



8.5 Car Park Capacities

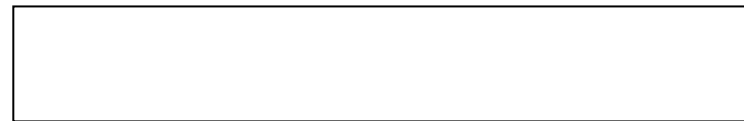
The capacity of the various car parks is detailed in the table below.

Area	Approx. Size (Acres)	Capacity*
Public Parking	21	4500
Overflow Parking	3	450
PUDO	3	450
Crew Car Park	4.4	208
Artist Parking	1	149
Campervan Field A	7.6	267**
Campervan Field B	3.3	108**

.
 **Capacities based on a CAD plan of the fields and the pitches and fire/running avenues plotted on. All pitches will be pre-marked out.

All events will however assure that enough space is allocated to projected vehicle arrival numbers.

8.6 Parking Plan can be requested by each event organiser



8.7 Public Car Park

All public parking is situated in the same field, adjacent to campsites, until filling and switching to the other side of the road.

8.8 Campervan and Caravan's

A pitch size has been sold for each Campervan field. Once the Campervan has been ticket checked and accredited (including all passengers within) they will be free to park up.

Both Campervan Field 1 and Campervan field 2 have been pre-booked and AA road signs will direct the patron to the field they have pre-booked.

9. Egress Operation

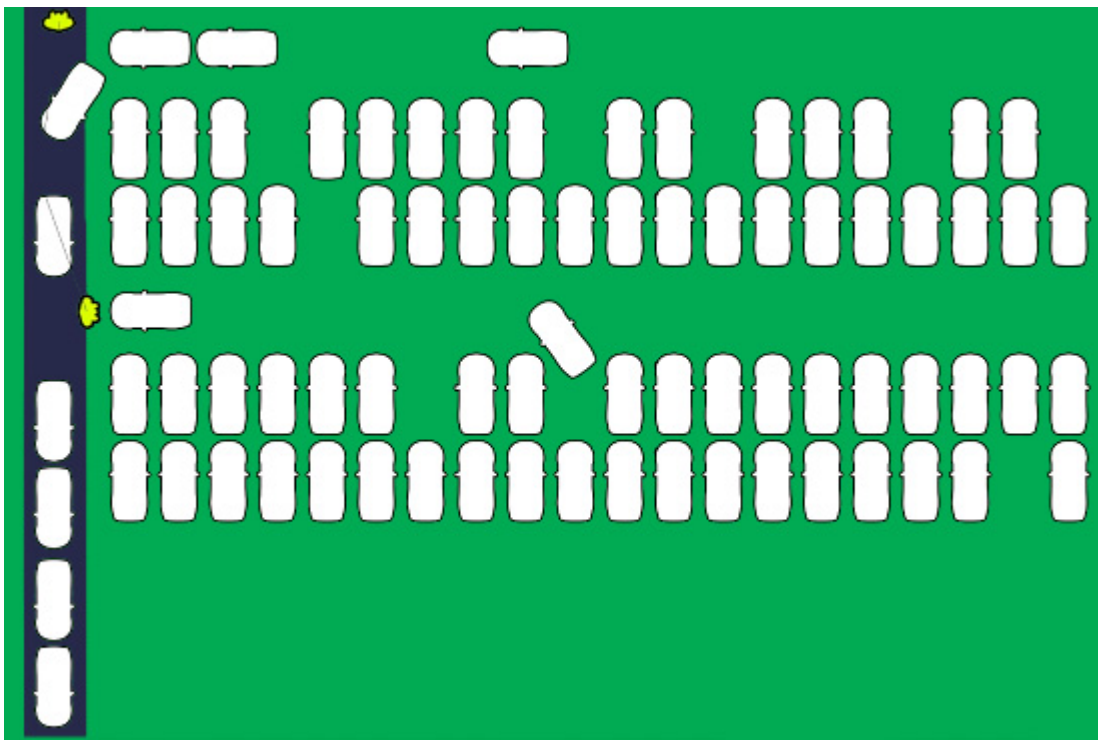
9.1 Egress Routes during Peak Ingress

All traffic leaving site must do so via the reverse of the inbound route. No traffic will be permitted to exit towards Walton-on-Trent. This will be enforced by a road closure situated immediately north of access G on Catton Rd.

9.2 Post Event Egress Routes

All gates will be staffed, and vehicle's will be directed back towards the A513, no vehicles will be permitted to exit towards Walton-on-Trent. Priority will again be given to traffic originating from the A38 travelling eastbound on the A513 and the RAB at the National Arboretum will be the trigger point for allowing more green time for traffic from this direction. In addition, signs advising traffic (Cars and Vans Only) to turn left onto the A513 towards Tamworth for the M42 and M6. This will become the sole egress route should Chetwynd Bridge become unavailable, for vehicles under 13'3".

9.3 Typical Egress Operation



10. Pedestrian Safety and Access

10.1 Pedestrian Routes

Dedicated pedestrian walkways are sectioned off from the car parks and vehicle entry points. All car parks are parked in order that pedestrians walk forward of incoming vehicles.

Vehicles are prevented from accessing pedestrian walking routes or using site access/egress points used by pedestrians during the exit periods.

As some parking areas and prospective campsites occur on the opposing side of the road the event, some event goers must cross the road on their trips to and from the event.

Festival goers in Campervan fields will follow signage to a managed crossing point. From here they will follow dedicated avenues to the front of the field for wristband exchange and entry to the festival.

Festival goers who park and/or camp in the overflow sections will cross via a managed crossing point to then follow routes to nearest box office checkpoint

11. Emergency Services

11.1 Police

Are there any special requests/requirements/demands from the Police regarding their operation (if any) and its impact on the traffic plan? TBC following consultation with EMS.

11.2 Fire

As Above

11.3 Medical

As Above

12. Traffic Management

12.1 Local Highways & TTRO's

An application for a temporary 30mph limit on the A513 has been applied for.

An additional application will be made for a clearway between the A38 and the site along the A513.

See Appendix D: TM Plans

12.2 Highways England

An application will be made for signage to be deployed on the A38 to prevent ticket holders using the Walton-on-Thames junction.

12.3 NRSWA Chapter 8 Operatives

Chapter 8 is part of the official red book of highway codes and regulations in the Traffic Signs Manual issued by the Department for Transport.

The Traffic Signs Manual has been developed to offer guidance on the use of traffic signs and reflective road markings. Also known as traffic control, traffic management aims to direct and manage traffic safe and soundly benefiting both vehicles and people.

The code of practice is for the safety of people who work on the highway, such as:

- Operatives
- Supervisors
- Managers
- Planners
- Designers

The regulations and requirements should be followed to reduce the risk of injury or danger of operatives and the public. This is done by increasing the visibility of the obstruction through chevron markings for vehicles.

For some permutations of the traffic plan, installation of the following:

- Traffic Cones.
- Barriers.
- Road Signs.
- Pedestrian Signs.

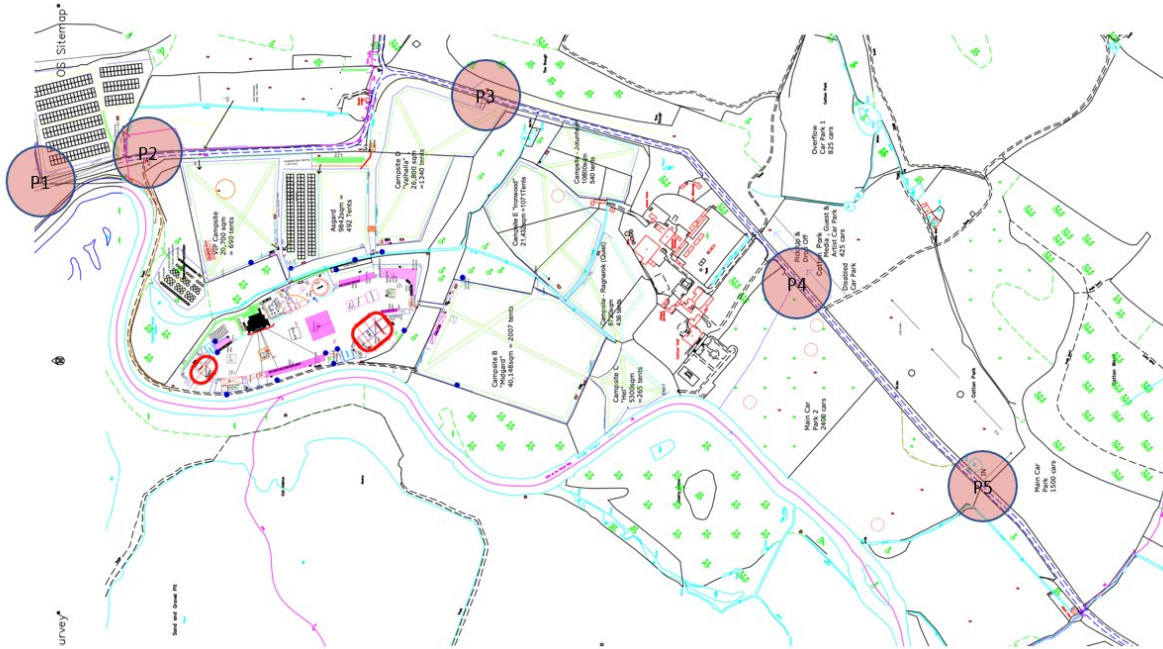
All road equipment will be installed by, and always managed by, Chapter 8 Officers. When using a vehicle to stop in the road or operate on carriageways, the vehicle will be Chapter 8 compliant.

All vehicles and operatives will be Chapter 8 compliant through the relevant training, and use of correct PPE for Operatives, and correct chevron markings for vehicles.

A map detailing all road equipment will be circulated with this document when available.

12.4 Traffic Lights

Traffic Lights and pedestrian lights will be installed in various locations along the event perimeter to aid public safety and vehicle egress. These plans have been submitted to the local authorities.



12.5 Event Signage

Subject to approval the signage will be installed and removed on the following indicative dates.

Event Signage Schedules		
Date	Installed	Removed
2 weeks prior to first TM installation (to be agreed with Highways)	Advanced Warning	
1-2 days prior to Event Build	Build/Production/Delivery Signage	
1-2 days prior to Event Start	Event routing signage	
1-2 days post Event Finish		Event routing signage
1-2 days post Event Break Finish		All Remaining Signage

Signage plans will be distributed alongside Traffic Management Plans, pending confirmation of event specific contractors. Signage Plans will be independently satisfied per Event; however a separate schedule shall be considered to enforce routes laid out by this plan.

13. Contingency Planning

13.1 Infrastructure

Metal trackway into the car parks, campervan & caravan fields will be installed. Woodchip is also available onsite in the event of inclement weather.

14. Communications

14.1 Build & Break

Communication of the transport plans to the companies attending the event will be achieved through methods below

- Direct communication with logistics lead with relevant companies
- Routing information – sent out with postcode and advice on which signage to follow. Information should include advice on satellite navigation use if conflicting to plan.
- Freight Timetable – Documentation on preferred delivery schedule

14.2 Local Residents and Communities

Information for residents and communities will be provided in a combination of the following ways:

- Through local parish and resident group councils and committees, via meetings with the organizers and through publications where appropriate.
- TTROs will be advertised either on council websites or in the press. Advance warning signs will also form part of the signage schedule, should closures be planned.
- For some residents, a delivery of information direct to their doors may be required.
- Advance notice of any traffic management will be advertised using signage on the highway for at least two weeks prior to the event.
- In advance of the event, all pertinent information regarding routes and any disruptions to local traffic will be made available.