

Southbeats 2019

21st – 22nd September

Transport Management Plan

Draft V0.4 17.05.19

Prepared by SEP Ltd on behalf of



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Amendments from

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9	Knowledge of concerns for the A20
10	Site Plan Update
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20	Added on sentence low vehicles

SECTION 1 - Event Information

1.1 - Overview

Southbeats Festival has enjoyed three very successful years as a 1-day festival since launching in 2016. After selling 8,500 tickets in their first year at Quex Park, the festival moved to a larger site at Port Lympne in 2017, where it achieved attendances of 11,500 and 13,500 in year 2 and 3 respectively.

With demand for a multiple day event ever-growing, a weekend camping festival is a natural progression for Southbeats moving into its fourth year. The Directors have therefore taken the decision to move to a more suitable site for this format on St Clere Estate in Sevenoaks for the 2019 event, with the aim to make it their long-term home.

With the move to a two day event with camping and a move to a new location it is expected that the maximum number of ticket sales per day will drop from last year to 12,000 on the Saturday and 10,000 with 2,500 of these being camping guests who will be onsite from the Friday evening to Monday morning.

Ticket sales data is supporting this forecast and transport plans being worked around these numbers. With all event planning this is being monitored constantly and plans updated.

The age demographic is between the ages of 18 and 26 and the higher proportion being 18 to 24. Public transport is generally perceived as affordable and preferable practicable for this type of event and age.

Southbeats have three main categories of transport, these being – Big Green Coach, Shuttle Services and Car Parking

1.2 - Transport Management Plan Overview and Objectives

The maintenance of public safety on the local highway infrastructure:

Public safety is the primary objective and the core reason for detailed transport management planning. The event must adopt all reasonable, practical measures to ensure the risk to life is minimised to those attending and working at the event to which the Transport Management Plan (TMP) is key. In the case of unforeseen circumstances, the police will be responsible for their core role protecting life and property and managing the activation of contingency plans.

Minimise disruption to all road users with special emphasis on maintaining the integrity of those routes which act as a local alternative to the strategic trunk road network:

Detailed planning in use of the supporting road infrastructure is identified within the TMP and is a crucial element in meeting key objectives. SEP Ltd, in conjunction with key stakeholders, will agree the nature of the supporting traffic management to ensure that the public highway is, in so far as is reasonably practicable, kept clear of unnecessary congestion. The plan will be suitably robust to cope with anticipated road traffic related issues raised as a direct result of this event taking place.

Minimise the disruption and impact of such an event on local communities:

It is important that any event seeks to minimise its impact upon the local community. A series of measures are detailed in the TMP which will seek to mitigate potential adverse effects on the community. These will include temporary traffic regulation orders, parking suspensions and appropriate directional signing to prevent disruption wherever possible.

Optimise the Experience of Visitors to the Event.

Streamlining the traffic arrangements in order to maximise the effectiveness of the arrival process for all the user groups of show visitors

1.3 - Event Data

Location	St Clere Estate, Sevenoaks, Kent TN15 7NS
Dates of Event	21 st – 22 nd September 2019
Opening Time of Event	Saturday & Sunday – 12:00
Closing Time of Event	Saturday & Sunday – 00:00
Operational Dates	20 th – 22 nd September
Campsite	Opens 15:00 20th September – Closes 12:00 23 rd September
Build Dates	14 th – 20 th September
Advanced Signage Date	w/c 9 th September
Signage Install Date	w/c 16 th September
Signage Removal Date	w/c 23 rd September
Break Dates	23 rd – 26 th September
Type of Event	Music Festival
Audience Profile	Public
License Capacity	14,999

Service	Supplier
Build Traffic	Proud Events
Event Directional Signage	SEP
Traffic Management	SEP
Car Parking	SEP
Car Park Admissions	TBC
Pick up and Drop off	SEP

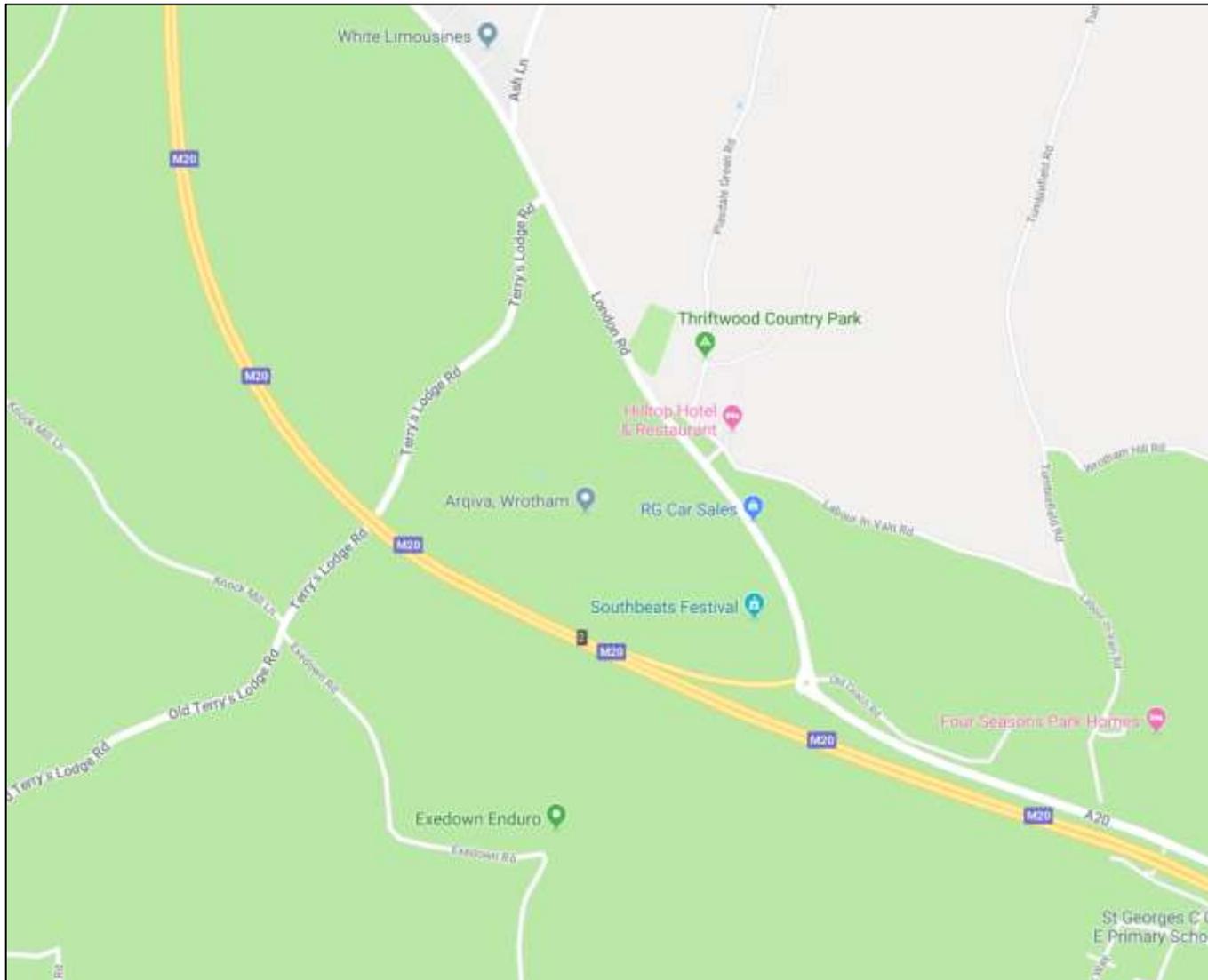
External Services	Supplier
Coaches	Big Green Coach
Buses / Shuttles	

1.4 - Transport Planning Group

Agency / Company	Representative	Contact Number	e-mail
Proud Events	Joe Sheals		joe@proudevents.co.uk
Proud Events	Harry Feigen		harry@proudevents.co.uk
Proud Events	Ben Whur		ben@proudevents.co.uk
Police			
Tonbridge & Malling Borough Council			
Highways			
SEP Ltd	Matt Jones		mjones@sepevents.co.uk
SEP Ltd	Colin Trent		colin@sepevents.co.uk
SEP Ltd	Gary McCaffrey		gary@sepevents.co.uk

SECTION 2 - Site Information

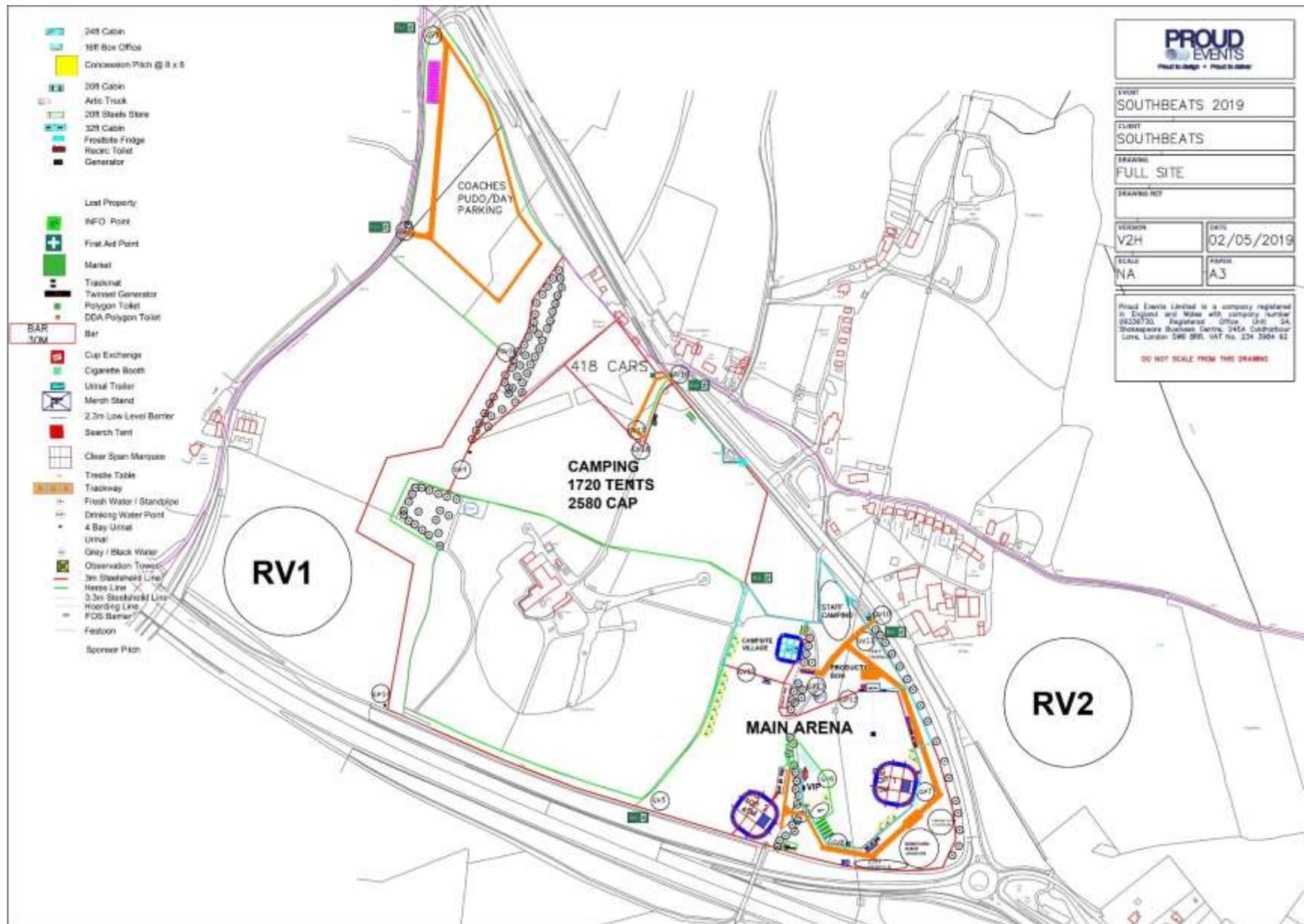
2.1 - Overview of local area



Southbeats Festival are aware that the surrounding area, especially the A20, experiences traffic congestion during peak times and consultations have been held with the residents.

The outcome of the consultation has led Proud Events to take all concerns into account during the event and this has been implemented in the traffic planning phase.

2.2 - Site Plan



2.3 - Build and Production Traffic

Early and later stages of the build have a smaller number of overall vehicles, but they are larger as they support the installation and derig of the main infrastructure. Closer to the event moves toward smaller vehicles. Typically, the event is expecting between 30 and 50 spread throughout the day. These are scheduled by the Site Management Team (part of Proud Events) and all routed via the A20.

All vehicles are scheduled, usually within a 3-hour time slot throughout the day. This is essential to facilitate the schedule of activities on site. All suppliers are issued with a Supplier Advance Pack which provides details of when and how they are arriving, how this fit within the schedule and who their contacts are on site. For complex deliveries we require suppliers and their logistics providers to contact the Site Office at least an hour prior to arrival and at a point vehicle can be held away from site.

Unless pre-arrangement has been made, no vehicle will remain on site, due to the capacity limitations. Vehicles will leave via a managed gate and on to the A20. Where necessary (although an unlikely requirement on this site) they will be banked into the road by a suitably qualified banksman. Larger vehicles will be advised to turn right onto the A20 so they can exit the local road network quickly.

All vehicles entering the site will be subject to the site's speed limits and routes. High visibility jackets must be worn, and site health & safety guidelines must always be adhered to: Copies of these can be found when gaining accreditation preshow.

SEP Ltd will not be involved in the build or break period on site. All build / break traffic on site will be controlled by the event organiser internally.

All contractors moving around the site must have their own risk assessments and insurances for the vehicles used by them

2.4 - Advanced Warning/Pre-Event Signage

In the week commencing 9th September advance warning signs for the event will be placed out in line with the dates stated in the event information sheet. These signs will be warning of possible delays in the area, together with signing for build vehicles. Signs indicating any road closures will also be displayed at this stage.

2.5 - Department of Transport Research

Proud Events have analysed the Department of Transport data regarding existing traffic on the A20 to assess the impact on the road network of Southbeats Festival traffic, which can be found in this document below.

The Department of Transport shows that in 2010, on an average day, 8224 vehicles were recorded travelling down the A20 to the M20 in one direction and 13,139 in the opposite direction in 2011 equating to 21,363 vehicle movements past the Southbeats Festival site on an average day.

It was estimated by the Department of Transport that numbers were as high 23,683 vehicle movements per day by 2017 increasing year on year.

As outlined in section 4 of this Traffic Management Plan a maximum of 1550 vehicle movements over a 15-hour period are expected on the Saturday of the event which equates to an additional 6.5% vehicle movements over the day. The audience of Southbeats Festival are expected to heavily use the local rail network and shuttle service to get to site which is supported through historic data for the event and will be monitored until the event goes live. It should also be noted that 50% of these vehicle movements will happen during the egress of the event which is expected to commence from 21:00 on both Saturday and Sunday night when the local traffic will be at a minimum.

2.5.1 - Brands Hatch Data

8727

AAFYear	CP	Estimation_m ethod	Estimation_metho d_detailed	Region	Local Authority	Road	Road Category	Easting	Northing	Start Junction	End Junction	Link Length_k m	LinkLength miles	Pedal Cycles	Motor- cycles	Cars- Taxis	Buses- Coaches	LightGoodVe hicles	V2AdeR igid HGV	V3Ade Rigid HGV	V4or5 Axd RigidHGV	V3or4 AdeArlic HGV	V5Ade Arlic HGV	V6orMoreAx leArlicHGV	All HGVs	AllMotorV ehicles
2000	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	550000	162600	A225	M20 JCT 2	8.6	5.34	33	177	6588	85	1509	118	12	13	23	13	13	192	8551
2001	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	21	226	7266	96	1584	175	23	14	19	20	22	273	9435
2002	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	18	244	7551	90	1562	185	17	25	24	30	19	300	9747
2003	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	15	299	7619	94	1760	181	17	27	22	26	21	294	10066
2004	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	12	91	7456	73	1377	195	20	15	20	20	13	283	9280
2005	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	28	101	7717	71	1547	207	24	27	21	28	16	323	9759
2006	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	33	272	7133	75	1592	132	22	34	19	13	9	229	9301
2007	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	33	271	6947	81	1757	143	24	41	17	13	9	247	9303
2008	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	30	244	7492	63	1616	138	108	71	68	33	57	475	9690
2009	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	34	255	7402	63	1647	125	107	67	59	27	52	437	9804
2010	8727	Counted	Manual count	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	36	171	6387	59	1281	230	27	23	5	19	22	326	8224
2011	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 JCT 2	8.6	5.34	31	186	6406	61	1355	234	30	27	4	19	24	338	8346
2012	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 Junction 2	8.6	5.34	29	172	6226	60	1422	237	33	31	3	18	24	345	8225
2013	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 Junction 2	8.6	5.34	29	173	6111	55	1526	235	35	35	2	17	24	348	8214
2014	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 Junction 2	8.6	5.34	23	179	6197	56	1640	234	38	37	2	16	27	353	8426
2015	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 Junction 2	8.6	5.34	23	171	6124	58	1756	234	41	37	3	16	27	358	8466
2016	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 Junction 2	8.6	5.34	23	171	6200	57	1896	246	39	42	3	15	28	373	8697
2017	8727	Estimated	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	558000	162600	A225	M20 Junction 2	8.6	5.34	23	166	6192	55	2007	253	40	44	3	15	29	304	8804

2.5.2 - M2 – A20:

17816

AAFY	Year	CP	Estimate method	Estimation method detailed	Region	Local Authority	Road	Road Category	Easting	Northing	Start Junction	End Junction	Link Length km	Link Length miles	Pedal Cycles	Motorcycles	Cars-Taxis	Buses Coaches	Light Goods Vehicles	V2 Axle Rigid HGV	V3 Axle Rigid HGV	V4 or 5 Axle Rigid HGV	V3 or 4 Axle Artic HGV	V5 Axle Artic HGV	V6 or More Axle Artic HGV	All HGVs	All Motor Vehicle
2000	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	8	257	9746	113	1761	296	59	48	41	92	57	593	12470
2001	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	8	286	9775	110	1821	292	69	48	37	80	65	591	12583
2002	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	8	283	9892	118	1965	300	76	54	36	73	74	613	12871
2003	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	6	347	9981	122	2215	295	79	58	34	64	80	610	13275
2004	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	6	358	9991	106	2232	306	86	65	32	55	87	631	13318
2005	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	13	136	9912	48	1938	263	65	113	20	67	56	584	12618
2006	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	18	304	9996	61	2212	241	32	181	38	52	45	589	13162
2007	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	25	278	10456	62	2279	317	45	58	28	70	77	595	13670
2008	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	25	278	10069	68	2279	298	49	58	26	64	77	572	13266
2009	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	29	290	9948	68	2322	271	48	55	23	51	71	519	13147
2010	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	29	256	9759	71	2389	283	48	47	26	47	70	521	12996
2011	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	561000	159680	M20 JCT 2	A227 N	1.5	0.93	14	365	10795	23	1383	365	40	61	1	48	58	573	13139
2012	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 Junction 2	A227 N	1.5	0.93	13	337	10492	23	1451	369	44	70	1	45	58	586	12889
2013	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 Junction 2	A227 N	1.5	0.93	13	340	10298	21	1558	367	47	78	1	43	59	594	12811
2014	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 Junction 2	A227 N	1.5	0.93	10	351	10443	21	1674	365	50	83	1	40	65	604	13093
2015	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	561000	159680	M20 Junction 2	A227 N	1.5	0.93	10	335	10319	22	1792	365	54	83	1	41	65	609	13078
2016	17816	Counted	Manual count	Manual count	South East	Kent	A20	PA	560007	160075	M20 Junction 2	A227 N	1.5	0.93	16	298	11295	18	2475	357	45	67	40	79	67	655	14740
2017	17816	Estimated	Estimated using previous year's AADF on this link	Estimated using previous year's AADF on this link	South East	Kent	A20	PA	560007	160075	M20 Junction 2	A227 N	1.5	0.93	16	289	11281	17	2619	368	46	70	40	79	69	673	14879

2.6 - Heat Map Ticket Orders

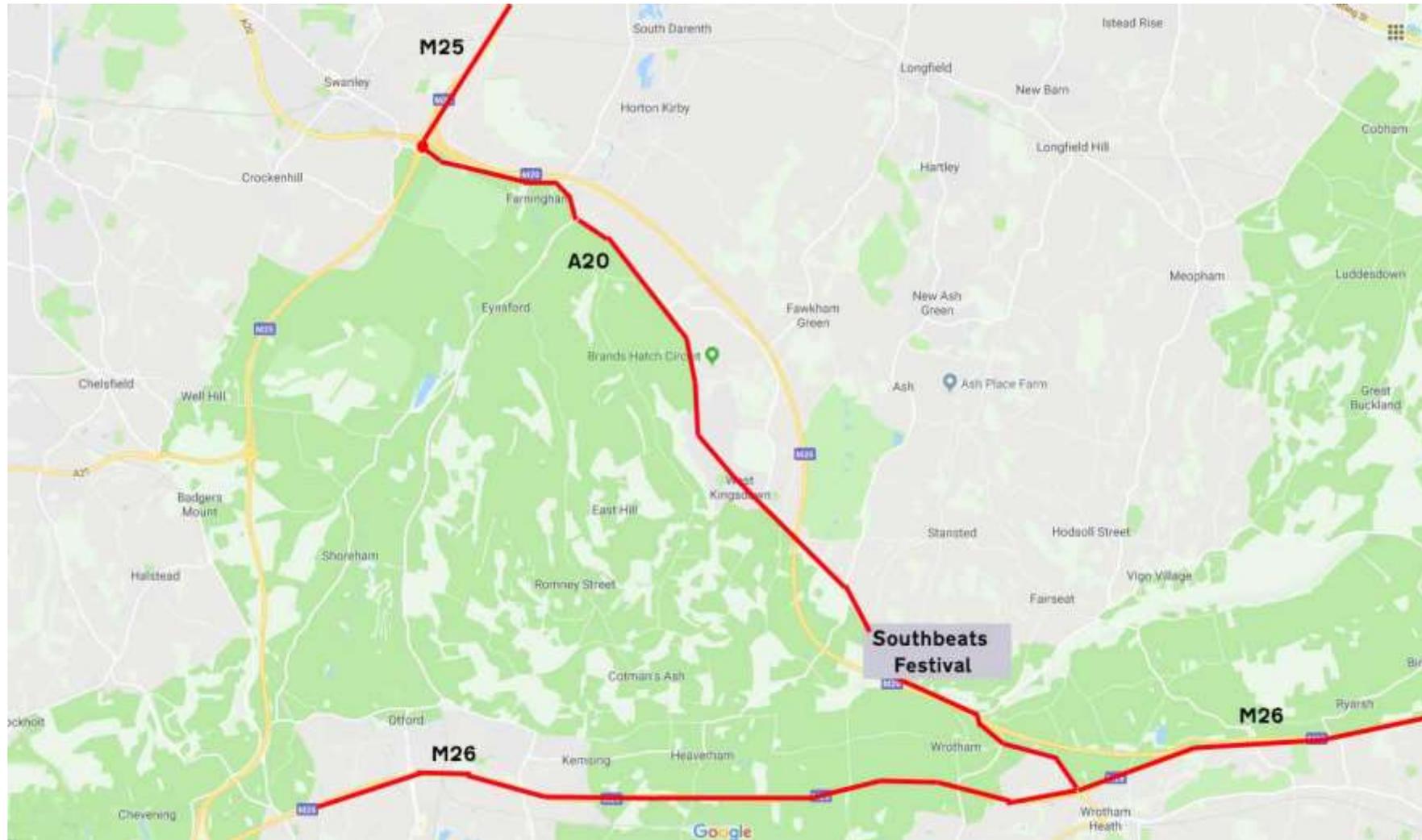


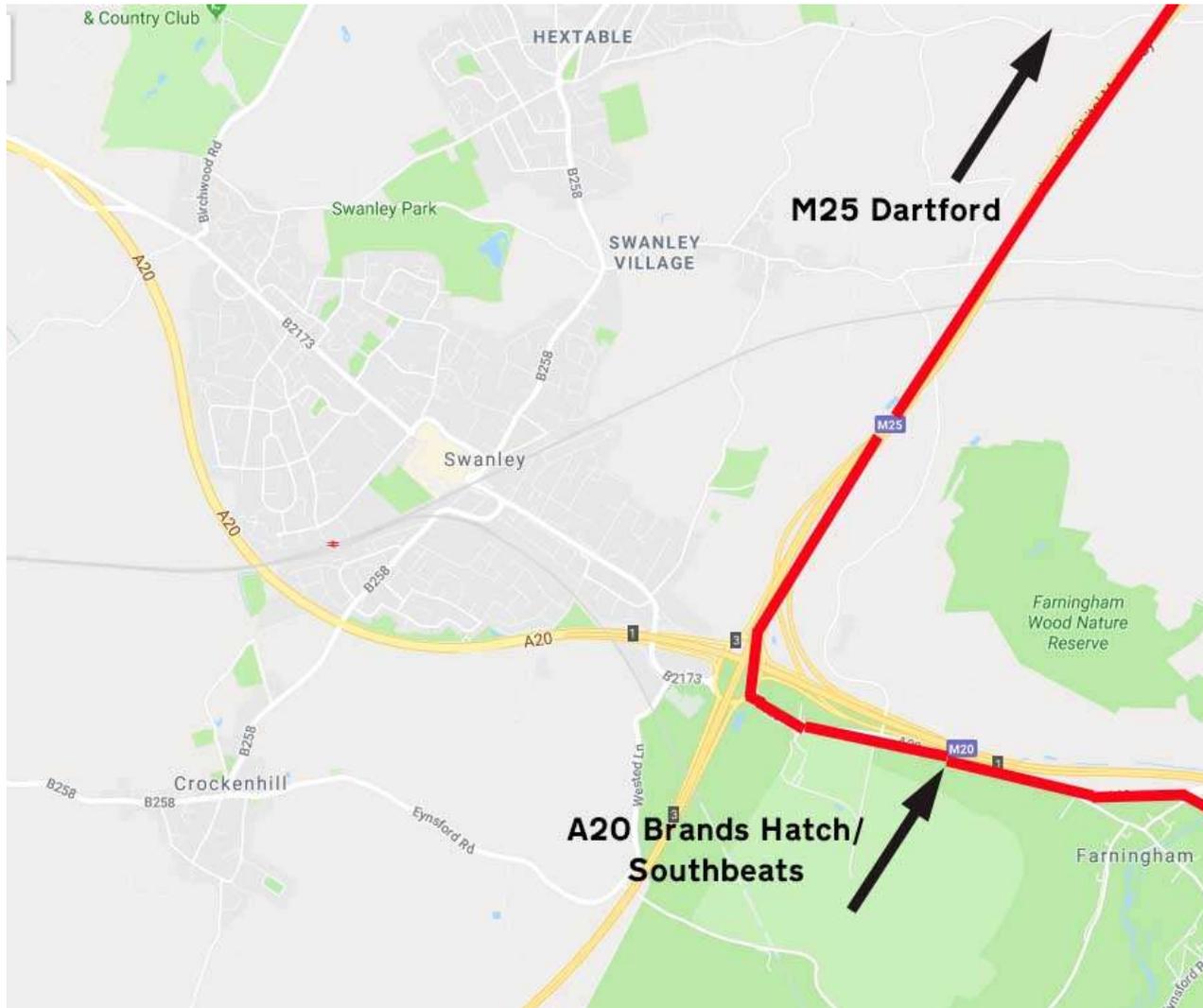
The information above has been taken from postcode data supplied by Proud Events and highlights the areas where most tickets have been sold to date. – 17th May 2019.

Car Parking

SECTION 3 - Routes Overview

3.1 - Proposes Routes





Festival traffic travelling south along the M25 will be directed off at Junction 3 and routed along the A20 London Road to gain entry to the festival site.

This method is to decrease the risk of festival traffic causing delays towards the festival site at the M20.

SECTION 4 - Car Parks Overview

4.1 - Car Parks & Capacities

Area	Vehicles	People	Notes
Weekend Parking/Camping	450	2500	Car parking sales will be monitored in advance of the event and if sales approach the capacity additional car parks will be explored in the area to accommodate additional vehicles but very much as a last resort over the promotion of public transport.
Day Parking	450	1500	
Production parking – TBC			
Coach	40		
Shuttles	22		
Taxi and private drop off	500	TBC	
Total		12000	

The forecasted number of vehicle movements on the busiest day are 1,200 cars, 320 shuttle/coaches and the arrival times is expected to be over a 15-hour period. The daytime festival vehicle movements for the residents around the site may be the most disruptive. It is envisaged that 50% of this will be moving between the times of 21:00 – 01:00, at these times the external roads should have less vehicles on them.

With the expected number of vehicles being 1550 this is still comparatively low compared to the expected audience which is derived from previous experience of the event.

4.2 - Parking Method

Parking areas are prepared in advance by SEP who will install roadways along the green field site allowing access to any emergency service vehicle. The area is mapped out with a series of lines marked by cones. This gridding allows the maximum number of vehicles to be parked within this area and still allowing for roadways and fire lanes to any part of the land.

Parked vehicles will be processed in order of arrival nearest to venue. As such pedestrians will leave their vehicles and walk away from any incoming traffic. This method reduces the risk of vehicle and pedestrian conflicts.

On the day, SEP will ensure that each car is parked as quickly as possible in order to keep traffic queues to the event as short as possible. We park vehicles in rows of two, one behind another. We call these “doubles”. Parking in "doubles" on pre-established lines allows enough room for the vehicles at the front to drive out and the ones behind to reverse.

4.1 - Day Ingress and Egress Phase

Customers are expected to arrive on the main days between the hours of 11:00 – 17:00 and are expected to exit the festival from 21:00. The peak egress time is expected to be from 23:00 - 00:30.

The main arena will remain open until 00:00, this is to stagger the egress of pedestrians after the main stage closes at 23:00. This is to minimise the impact on the road network and avoid customer congestion at the car parks or customer pick up area.

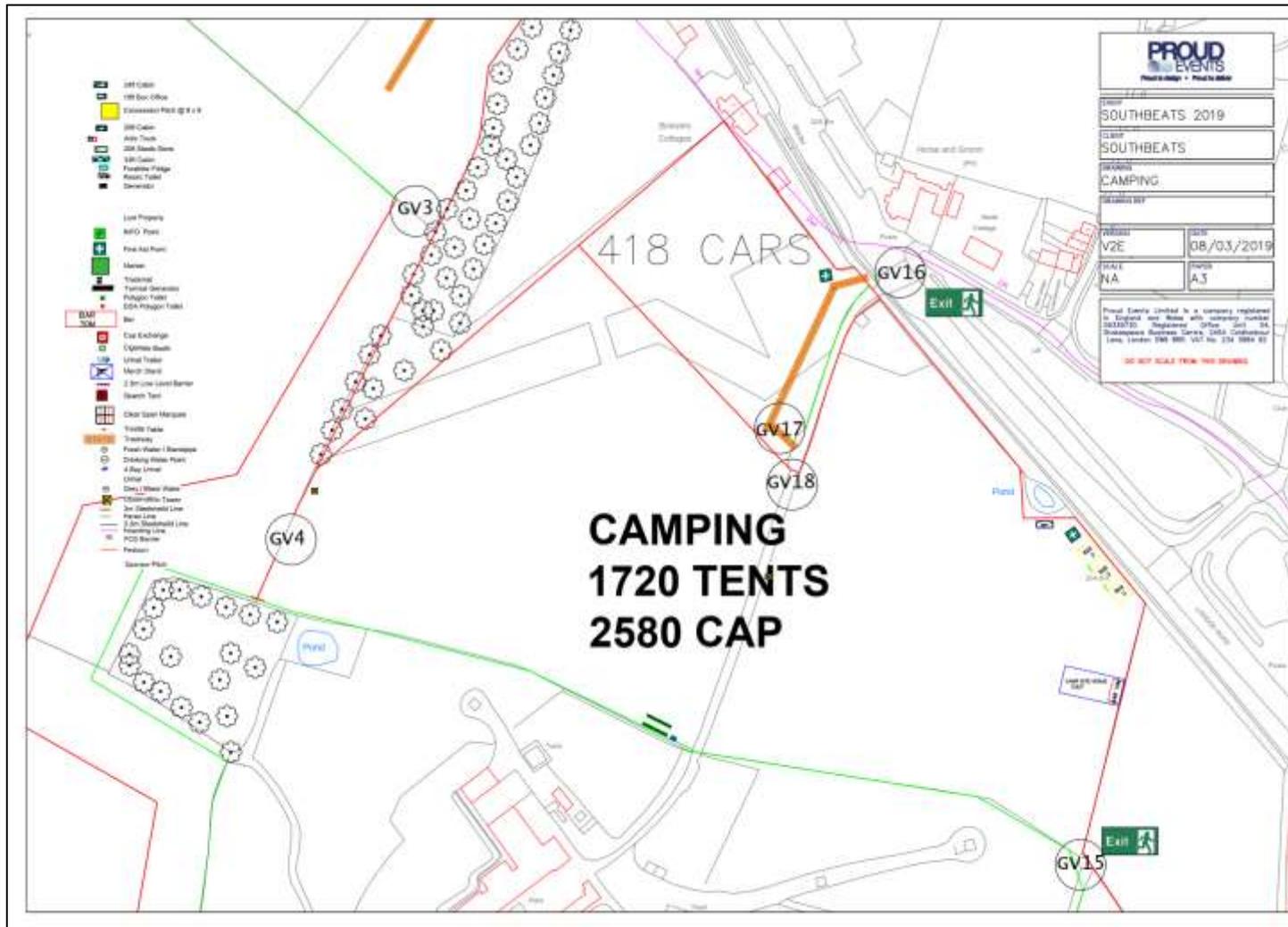
Page 26 will outline the expected shuttle requirements over the event with the audience capacities. Column four shows the forecasted number of journeys per half an hour, in and out of the festival, however, there will be additional capacity to handle unpredicted peaks.

There is an expected forecast of 100 – 120 vehicles accessing the site an hour during the main arrival times stated above.

For all day parking/coaches/shuttle service the vehicle ingress is via GV1 off Terry's Lodge Road.

For the weekend campers the vehicles will enter via GV16 from London Rd.

4.2 - Weekend Camping/Parking



The expected forecast of arrivals are as follows;

Weekend Campers

2500

Expected Vehicles Maximum

450

4.2.1 - Weekend Camping Parking

Camping cars are expected to arrive on Friday evening when the campsite opens at 4 pm and will access the site via GV16 which is separate to the day ticket parking, drop off/pick up and coach field. There is an expectation of 450 weekend cars arriving for Southbeats Festival 2019.

The camping field will be controlled by temporary traffic lights installed by SEP and signed 'Camping Car Park' with stewards on hands to direct customers. Cars will turn in via GV16 where their car parking ticket will be scanned, and they will be allowed to park. Cars will be parked in an order so that the first cars are closest to the customer gate into the camping field so guests are always walking away from moving vehicles.

Any customers who do not have a ticket but wish to purchase a ticket will be asked to pull off the temporary trackway and drive into ticket pay lanes where they can purchase a ticket from the sales team, this operation will avoid causing queues onto the main road.

If over 60% of the car parking capacities is sold in advance of the event additional fields will be explored with the estate for backup parking for customers. This will be monitored closely by the Event Organisers during the planning phase of the event.

Any weekend camper that leaves the festival site, will not be permitted re-entry to the site and will go home. This is made clear when tickets are purchased, as an entry condition and when a festival customer wishes to leave. This condition will eliminate vehicle congestion around the surrounding area for any residents. A system can be put into place that marks the customers ticket, showing that they have already site.

4.3.1 - Day Parking

Cars will not be allowed access to turn right once inside the field and will be directed up towards the back of the field on arrival. Pick up and drop of customers will be directed to the top corner of the field to unload close to GV3 where customers will access the main festival. Day parking will start from the top end of the site just after the pickup and drop off area and work down towards GV1 and GV2, so customers are parking away from traffic accessing the site.

4.4 - Coaches

All coaches and shuttles will turn right on the temporary trackway immediately as they access the site to stop traffic backing up onto the external road network and will unload/load the bottom of the site. Any coaches that are supplied via Big Green Coach will park up for the day until customer egress at 11:45pm. Shuttles will continue to work on a loop throughout the day and will only stop for breaks within the site.

4.1 - Exit strategy

The exit phase of an event will often determine the customers' views of the event. Poorly planned exits can leave a lasting bad impression of an event.

SEP will adjust cones close to the exits to anticipate queuing. By doing this, we are prepared to organise vehicles into lanes of exiting traffic and able to give each lane equal amount of movement.

Not being able to leave the site freely can often be a stressful ordeal for the customer. Marshals will always explain the reason for the queuing, whether it is an accident on a route or just sheer volume of vehicles all leaving the site on mass.

Generally, if vehicles have a free flow exit onto good access routes, we are able to exit around 800 vehicles per hour per gate assuming gates are unobstructed. This number decreases if for any reason the route is busy or compromised.

SEP staff will not leave the car park until queues have gone and the static vehicle count is under 10%. Sep will ensure that enough, marshals are deployed to assist with traffic exiting the site. They will be responsible for internal and external traffic management During the exit phase all marshals will be on expected merging points within the car parks.

4.2 - Exit Routes

4.2.1 - Day Parking

Day Parking will exit via GV2, turn right onto Terry's Lodge Road and then they will be directed either left or towards M25 or Right M20, directing them back the way they came.

Temporary traffic lights are situated at Terry's Lodge Road and London Road to assist any vehicle that wish to turn right.

4.2.2 - Weekend Camping

Weekend campers will exit Monday morning and be clear of the site by 1pm. When exiting the festival site, they will exit via GV16 and be directed either left to the M25 or Right to the M20, directing them back the way they came.

Temporary traffic lights are situated on London Road to assist vehicles.

Exit maps to be added in later to show the routes.

4.3 - Internal Vehicle Signage Management

Vehicles will be directed with the use of SEP temporary signage. This is a versatile signing system that optimises the number of staffs required. These signs display information regarding different types of parking areas, and which direction people should travel into park there. Picture signs are used to illustrate disabled, coaches/buses and motorbike parking areas. We find that these are easier to follow than reading a large amount of text on information boards.

Traffic cones are used to denote roadways and junction points. This is a highly effective way of controlling vehicles on green field sites.

Cones and Signs used together can confirm a direction for vehicles to take; in some areas this eliminates the use of personnel on junctions, thereby reducing costs to the client.

4.4 - Communications

SEP provide their own independent back to back handheld radios with their own designated frequency. SEP's manager will use this system to communicate with the car park supervisors. This enables real time information to be communicated between areas/zones. SEP will have a dedicated member of staff within the Event Control.

4.5 - Emergency Vehicle Access

Any emergency vehicle wishing to enter the car park will be given priority of right of way. Whenever possible, SEP will clear the path for any service vehicle.

4.6 - Shuttle Services

Due to the high numbers of customers expected to use the South East Rail Network, festival shuttles will be applied for the SER. This will accommodate customers arriving and leaving the festival late at night. The existing train network in place can accommodate travel back to Kent and London stations up to the times below.

Destination	Station	Last Train
London – Saturday	Swanley	23:52
Kent – Saturday	Borough Green & Wrotham	00:52
London – Sunday	Swanley	23:12
Kent – Sunday	Borough Green & Wrotham	00:07

It is forecasted that 90% of customers on the Saturday and 80% of customers on the Sunday, who arrived by national rail services, will manage to catch trains on the existing services. For the remaining percentage of customers, we are proposing to bid for additional services up to 01:00 from both Borough Green & Wrotham and Swanley stations to get customers back to areas in Kent and London from where they travelled. We have started engagement with South Eastern rail who are we are working with on our assumptions 11 including expected numbers and timings, who will place the bid for additional services by the end of May to National Rail.

If a festival guest misses their last train, there will be a final drop off to a larger city – Kent and South East London for their final journey, where the public transport infrastructure is better to get the customers home.

There are 22 shuttles booked for the Saturday, giving Southbeats the capacity to accommodate 1980 customers. Sunday has the capacity to accommodate 1440 people, which gives Southbeats 16 shuttles.

For the safety of the customers, traffic management, security, stewarding and medical will not stand down until all customers have left site safely. The projected time for site clearance is 01:00, this is either by car, train or shuttle service.

4.6.1 - Shuttle Times

Saturday			No. of	No. of
Time		Ingress/Egress	Customers	Journeys
	11:00	Ingress	350	3.89
	11:30	Ingress	350	3.89
	12:00	Ingress	350	3.89
	12:30	Ingress	350	3.89
	13:00	Ingress	350	3.89
	13:30	Ingress	350	3.89
	14:00	Ingress	350	3.89
	14:30	Ingress	350	3.89
	15:00	Ingress	350	3.89
	15:30	Ingress	350	3.89
	16:00	Ingress	350	3.89
	16:30	Ingress	350	3.89
	17:00	Ingress	350	3.89
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	18:00	Ingress	350	3.89
	18:30	Ingress	350	3.89

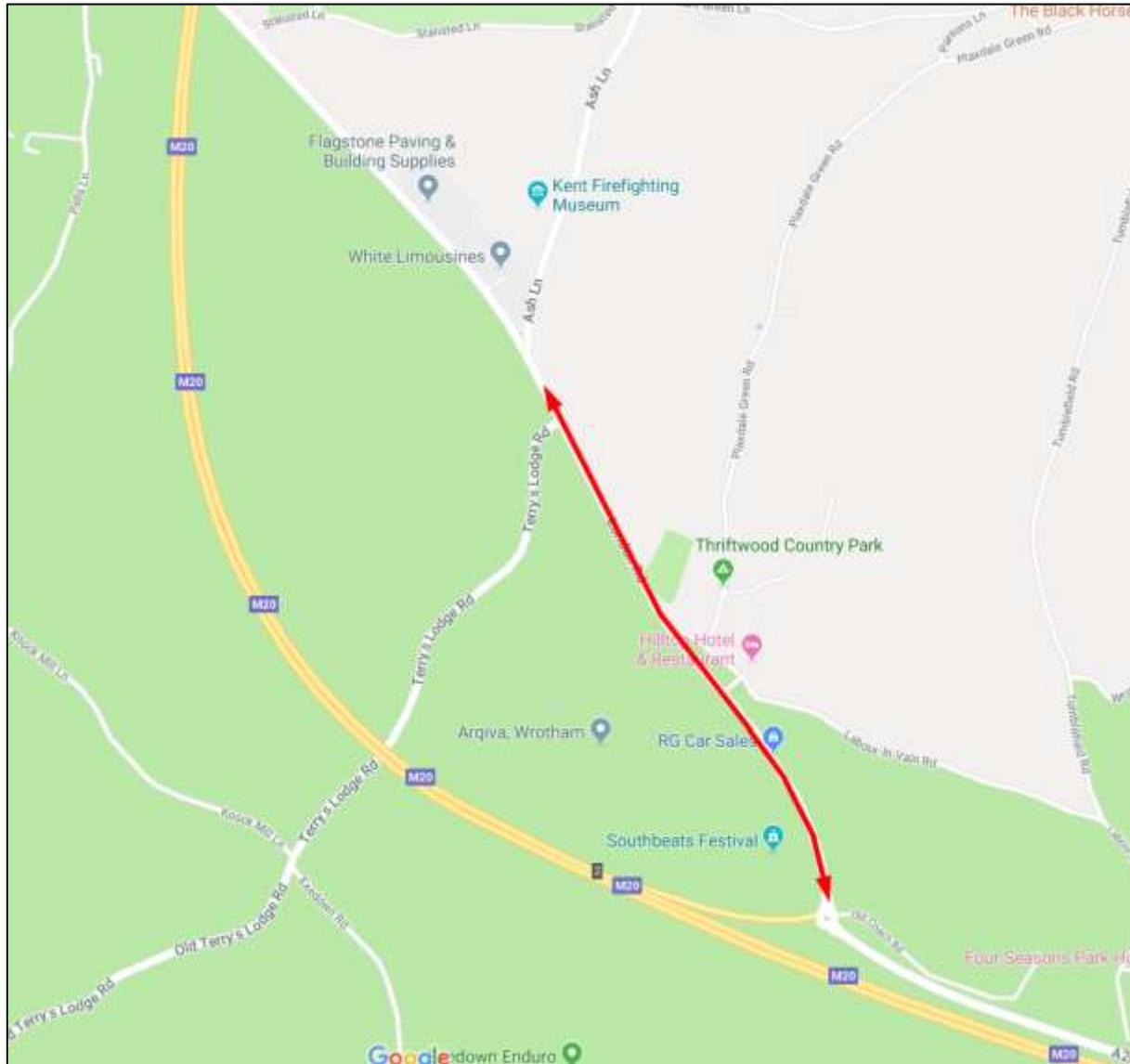
19:00	Egress	0	0.00
		0	0.00
19:30	Egress	0	0.00
		0	0.00
20:00	Egress	0	0.00
		0	0.00
20:30	Egress	0	0.00
		0	0.00
21:00	Egress	175	1.94
		100	1.11
21:30	Egress	175	1.94
		100	1.11
22:00	Egress	175	1.94
		100	1.11
22:30	Egress	175	1.94
		100	1.11
23:00	Egress	1400	15.56
		800	8.89
23:30	Egress	700	7.78
		400	4.44
00:00	Egress	700	7.78
		400	4.44

Sunday				
Time		Ingress/Egress	No. of Customers	No. of Journeys
	11:00	Ingress	225	2.50
	11:30	Ingress	225	2.50
	12:00	Ingress	225	2.50
	12:30	Ingress	225	2.50
	13:00	Ingress	225	2.50
	13:30	Ingress	225	2.50
	14:00	Ingress	225	2.50
	14:30	Ingress	225	2.50
	15:00	Ingress	225	2.50
	15:30	Ingress	225	2.50
	16:00	Ingress	225	2.50
	16:30	Ingress	225	2.50
	17:00	Ingress	225	2.50
	17:30	Ingress	225	2.50
	18:00	Ingress	225	2.50
	18:30	Ingress	225	2.50

19:00	Egress	0	0.00
		0	0.00
19:30	Egress	0	0.00
		0	0.00
20:00	Egress	0	0.00
		0	0.00
20:30	Egress	0	0.00
		0	0.00
21:00	Egress	125	1.39
		50	0.56
21:30	Egress	125	1.39
		50	0.56
22:00	Egress	125	1.39
		50	0.56
22:30	Egress	125	1.39
		50	0.56
23:00	Egress	1000	11.11
		400	4.44
23:30	Egress	500	5.56
		200	2.22
00:00	Egress	500	5.56
		200	2.22

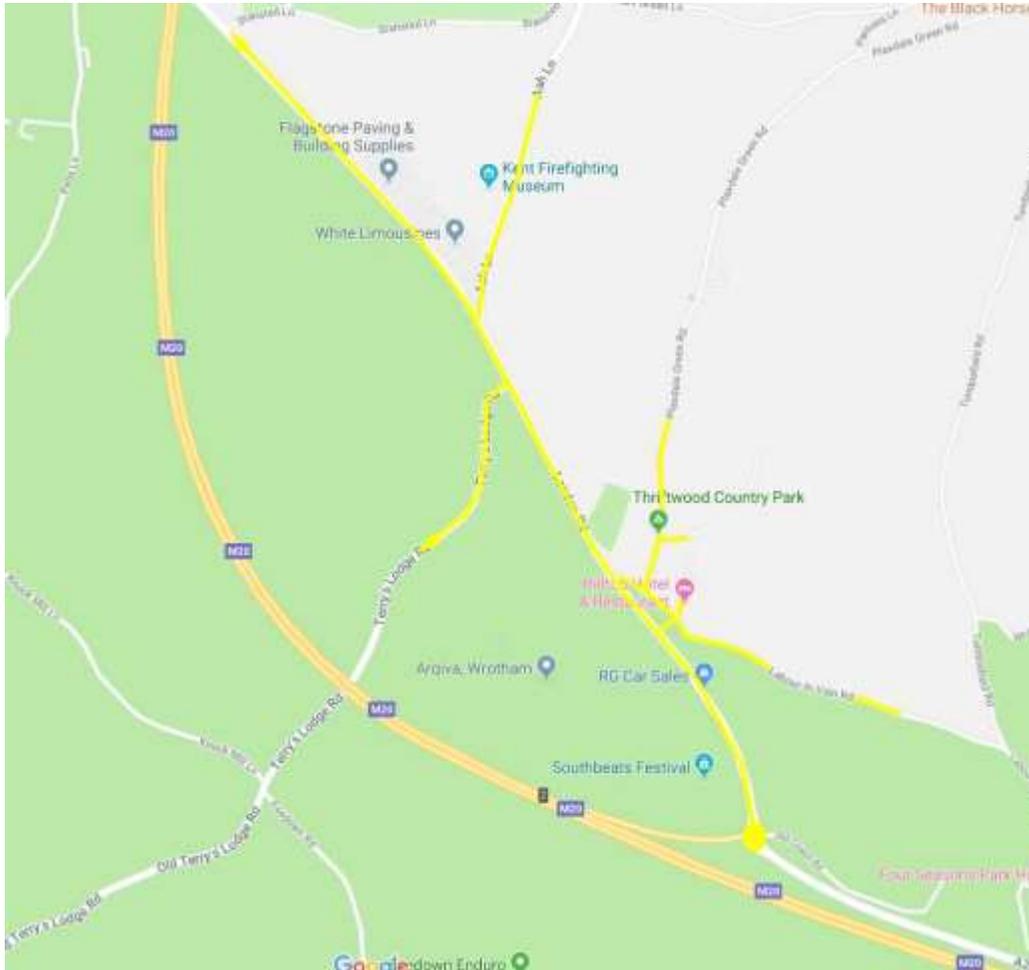
SECTION 5 - Traffic Management & TTRO's

5.1 - Proposed 30mph Speed Restriction



Proposed 30mph speed restriction – To start south of Ash Lane where the current National speed limit starts to the roundabout as shown, dates & timings TBC

5.2 - Proposed Clearway Zone



Proposed No Waiting Zone: Dates and timings
TBC

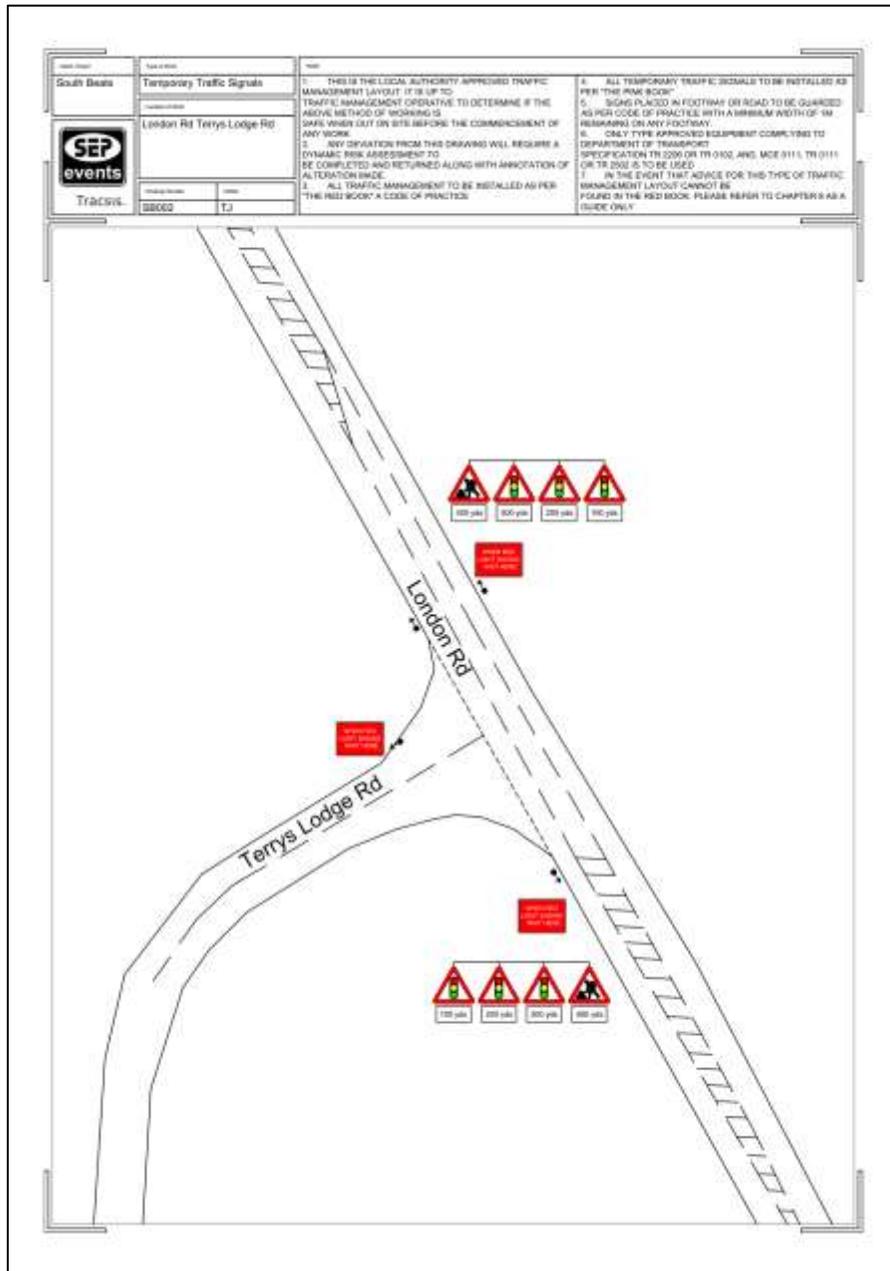
1. London Road, from Stansted Lane to Roundabout – a distance of 2.5km
2. Ash Lane for a distance of 400m
3. Terry's Lodge Road for a distance of 500m
4. Labour in Vain Road for a distance of 400m
5. Plaxdale Green Road for a distance of 300m

There will be a resident parking system in place, so that the residents are still able to park without problems.

This could be monitored, and access gained by letter of address E.G. Utility bill as proof of address.

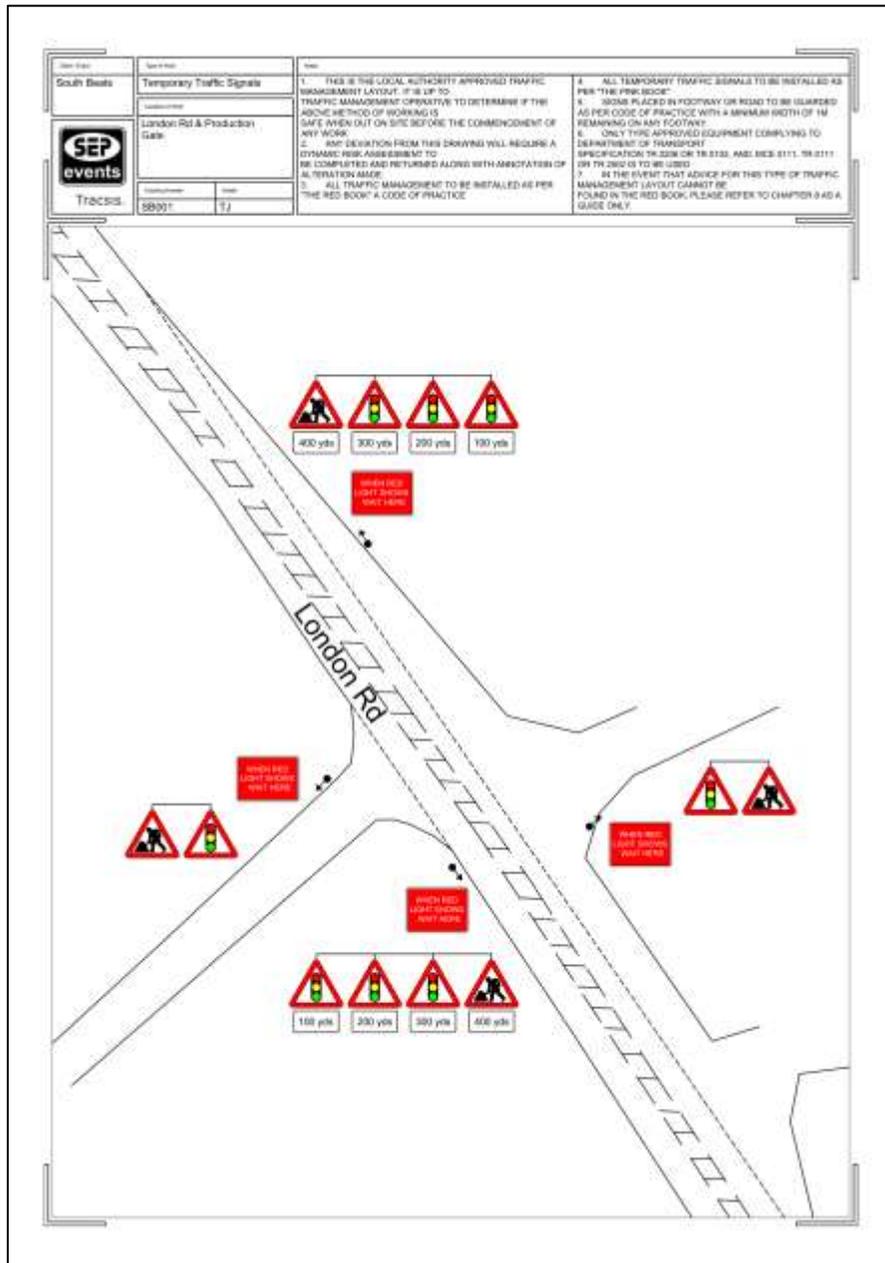
If this system was to be used, then road closures would need to be applied for and extra staff would be required to man the road closures. Also ensuring that we do not stop any traffic along London Road A20 as this could cause extra delays for through traffic and cause possible delays.

5.3 - London Road/Terry's Lodge Road junction TM



These lights will only be used as required to assist any vehicle that wishes to make a right turn out of Day Parking/Drop off/Shuttle Service.

5.4 - London Road/Production Entrance TM



These lights will only be used as required from the Festival Site

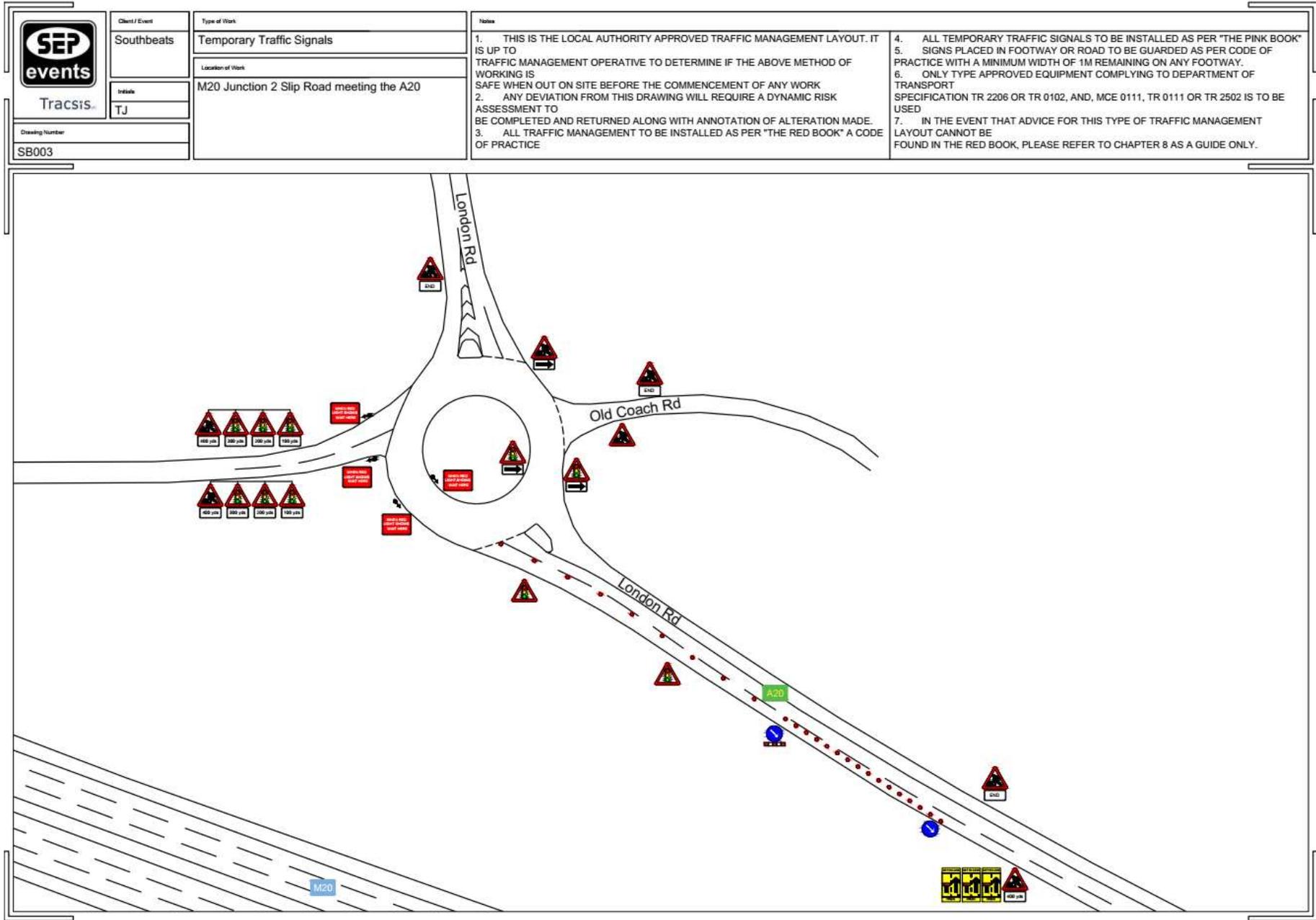
5.5 - Proposed Traffic Management Scheme

M20/A20 Roundabout - Temporary Traffic Lights

It has been highlighted that the roundabout on the A20 which joins from the Junction 2 M20 may be problematic on the ingress phase to the Southbeats Festival. This concern is due to vehicles travelling eastbound along A20 London Road towards the roundabout and causing the slipway traffic on the M20 to stop and give way, which may cause it to back up onto the motorway.

The preferred option is to use temporary traffic lights at the roundabout and is the safest option for the SEP TMO'S. The traffic lights which will be monitored and managed by SEP Traffic Management Operatives (TMO). The traffic lights will be set to vehicle actuated until a point where SEP is required to manually control them.

In the event of traffic light failure, the operatives will use Stop/Go operation as a contingency.



5.6 - Additional areas of concern

The villages of Wrotham and Stansted will need some form of enforcement to stop vehicles being potentially abandoned over the weekend period, further discussions will be made with the local authority to find the most suitable deterrent.

SECTION 6 - Proposed staffing resources V1

Southbeats September 2019	Fri 20 Sep	Sat 21 Sep	Sun 22 Sep	Mon 23 Sep
PUDO	1:00pm-10:00pm	9:00am-2:00am	9:00am-2:00am	
	3 C 13:00-22:00	3 C 9:00-2:00	3 C 9:00-2:00	
	1 S 13:00-22:00	1 S 9:00-2:00	1 S 9:00-2:00	
Day Visitor Car Park		9:00am-2:00am	9:00am-2:00am	
		5 C 9:00-2:00	5 C 9:00-2:00	
		1 S 9:00-2:00	1 S 9:00-2:00	
Camping & Parking	1:00pm-10:00pm	8:00am-10:00pm	8:00am-10:00pm	
	5 C 13:00-22:00	3 C 8:00-22:00	3 C 8:00-22:00	
	1 S 13:00-22:00	1 S 8:00-22:00	1 S 8:00-22:00	
Coach area	1:00pm-10:00pm	9:00am-2:00am	9:00am-2:00am	
	2 C 13:00-22:00	2 C 9:00-2:00	2 C 9:00-2:00	
	1 S 13:00-22:00	1 S 9:00-2:00	1 S 9:00-2:00	
TM	1:00pm-10:00pm	9:00am-2:00am	9:00am-2:00am	7:00am-12:00pm
	2 C 13:00-22:00	2 C 9:00-2:00	2 C 9:00-2:00	2 C 7:00-12:00
	3 S 13:00-22:00	3 S 9:00-2:00	3 S 9:00-2:00	3 S 7:00-12:00
Manager	1:00pm-10:00pm	8:00am-2:00am	8:00am-2:00am	
	1 S 13:00-22:00	1 S 8:00-2:00	1 S 8:00-2:00	

S = Management/Supervision/Traffic Management Operative

C = Parking Staff

SECTION 7 - Communications

The most crucial part of any successful traffic management plan is communication. Without clearly defined lines of communication it is always impossible for the many agencies involved to be fully aware of the overall situation.

SEP have their own internal radio communications system which is regularly utilised at events. This allows the company's internal Management to communicate what is happening inside the event directly to the traffic management outside the event, and vice versa. This allows for a good overview for the event.

SEP also communicates directly with Event Control via our own event control radio system. Event Control forms the central hub of communications for any event. It provides a central point where all the agencies involved can communicate with each other. This is essential to avoid a long list of phone numbers that may well not work at a large event (especially mobile numbers). A dedicated landline number should be published in advance to all relevant agencies so that each one is aware of who they should call in the first instance.

Event Control normally then assesses the situation and feeds the information back to the relevant agency or agencies.

It is also equally important to keep clear lines of communication with both visitors to the event and members of the public not attending the event but affected by it. Residents and commuters in the locality should be informed, both through media press and leafleting, where necessary, of when the event is, the traffic management measures, and their potential impact upon them.

Further to these measures will be the utilisation of advanced warning signs in the immediate locality to warn of both road closures and congestion. Again, these measures will allow motorists to make informed choices throughout the event, and hopefully avoid the area wherever possible, minimising congestion.

SEP will also have a dedicated Control Room Manager situated inside JEC, to liaise with the Festival Team, Police, Local Council, Medical etc and answer any traffic related questions that may arise. If required SEP can also have a dedicated contact telephone number for the residents, to answer any questions or assist with any issues that may arise.

The SEP Control Room Manager will have a laptop and will monitor the road network using three different traffic programmes, these are, Waze, Google Maps and TomTom Live Traffic. Each programme can inform SEP of any traffic queues that may be building up around the festival site and the local network.

Along with using the internet programmes for traffic jams, SEP may also get access to motorway cameras and may be able to monitor traffic on the slipways/motorway.

SECTION 8 - Signing

In accordance with The Event Safety Guide (The Purple Guide) the signing schedule is critical to the success of the event. The signing of the primary routes will be essential to provide clear and concise directions to visitors.

It is particularly important to this event as visitors will not be following the normal routes into the site. In order to maximise the flows of traffic, whilst minimising the impact on the local community, traffic will, wherever possible be directed on the strategic trunk road network.

All signs will be manufactured in accordance to Chapter Eight guidelines. They will be manufactured in either aluminium or Zintec plate, class II reflectivity, or class I where stipulated. Vinyl will be black on yellow, with a minimum x-height of 75mm.

Signs will be erected in accordance with the New Roads and Street Works Act 1991. Qualified operatives from the signage contractor will place out the signs on the dates stipulated earlier in this report. Wherever possible signs will be pole-mounted, otherwise they will be freestanding in angle-iron frame or quick fit frame. Sandbags will be used where appropriate to prevent any sign movement. Regular checks will also be conducted on all signs both leading up to, and during the event. Signs will be checked every 24 hours in the lead up to the event and then at regular intervals during the operational Show times.

All signs will be removed or collected within 48 hours of the end of the event. Full details of the signing proposals can be found in the signing schedule which is included in Appendix A of this report. The signing schedule and maps show the exact specifications, legends and locations for all signs.



Tracsis

Southbeats

Location: St Clere Estate TN15 7NS

Event Date(s): 21st - 22nd Sept

AW Date: W/C 9th Sept

Install Date: W/C 16th Sept

Removal Date: 23rd Sept

Information:

Address: High Moor Yard
High Moor Road
Boroughbridge
North Yorkshire
YO51 9DZ

Tel: 01423 326622

Email: info@sepevents.co.uk

Designed By: TH

Total Sign Quantity: 43

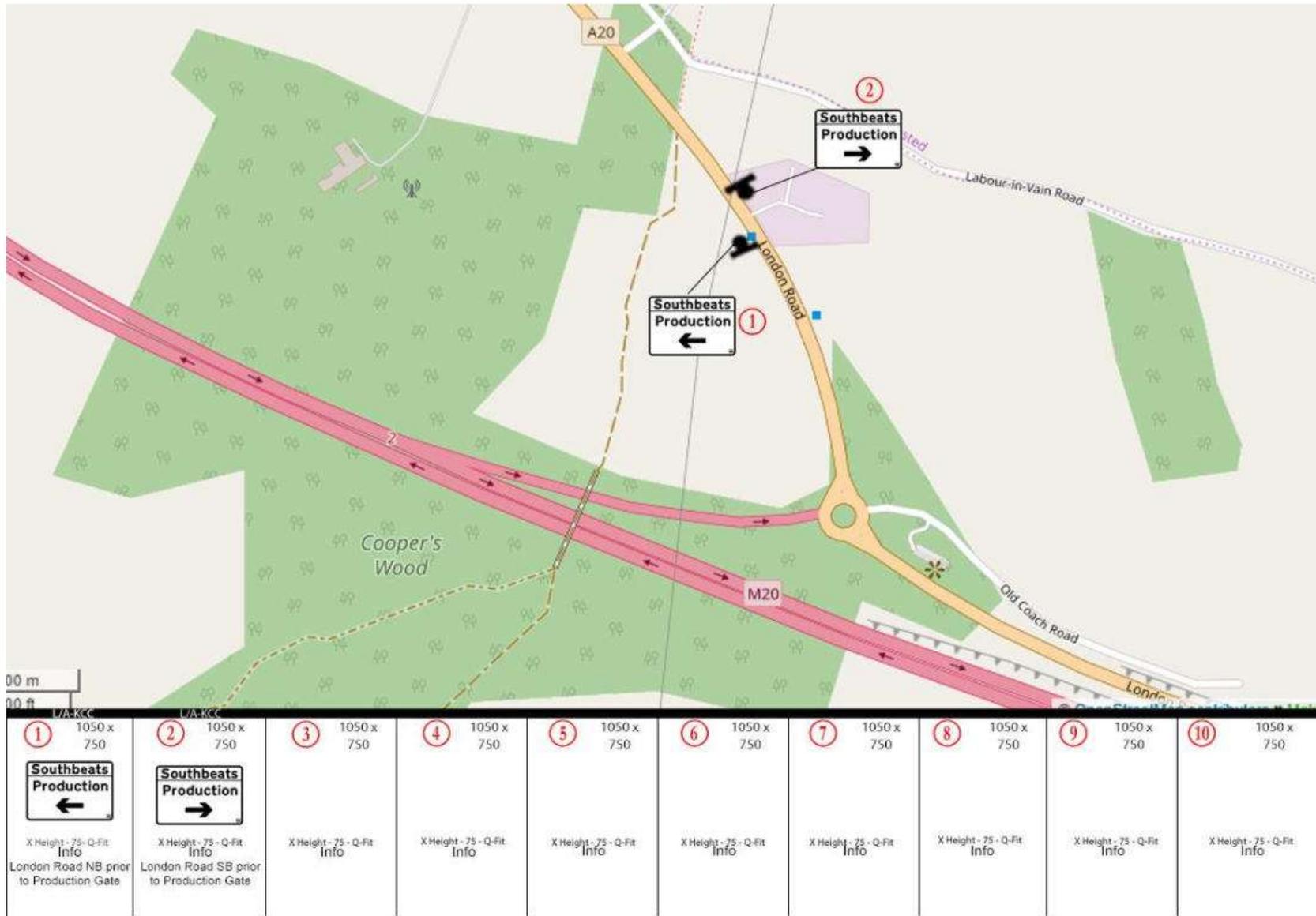
1050 x 450 Yellow: 1
1050 x 750 Yellow: 18
1200 x 1200 Yellow: 14
1500 x 1500 Yellow: 0
1800x 1200 Yellow: 10
1800x 1800 Yellow: 0
2400 x 1200 Yellow: 0
400 x 400 White: 0
600 x 600 White: 0
1050 x 450 White: 0
1050x 750 White: 0
750 x 1050 White (P): 0
1200 x 1200 White 0

All signs will be manufactured in accordance to Chapter Eight (2009) Second Edition guidelines. They will be manufactured in either aluminium, Dibond or Zintec plate, class II reflectivity, or class I where stipulated. Vinyl will be black on yellow, with a minimum x-height of 75mm.

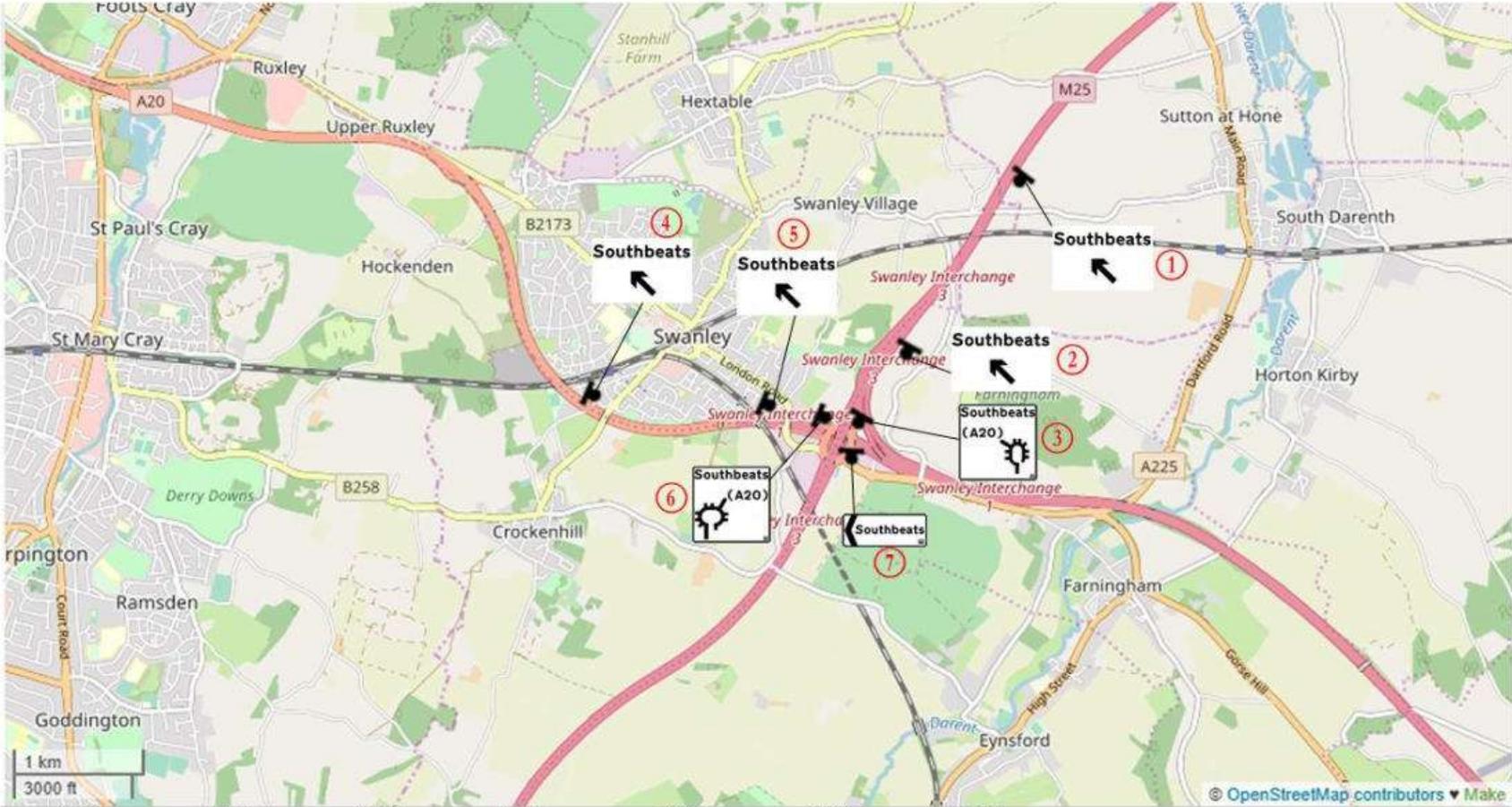


1	2	3	4	5	6	7	8	9	10
LVA-KCC	LVA-KCC	LVA-KCC	LVA-KCC	LVA-KCC	LVA-KCC	LVA-KCC	LVA-KCC	LVA-KCC	LVA-KCC
1200 x 1200	1050 x 750								
Advance Warning Music Event 20th - 23th Sept 2019 Delays Possible									
X Height - 75 - Q-Fit Info London Road NB after R/bout	X Height - 75 - Q-Fit Info London Road NB	X Height - 75 - Q-Fit Info London Road SB	X Height - 75 - Q-Fit Info London Road NB	X Height - 75 - Q-Fit Info London Road SB after Ash Lane	X Height - 75 - Q-Fit Info				

Map 1



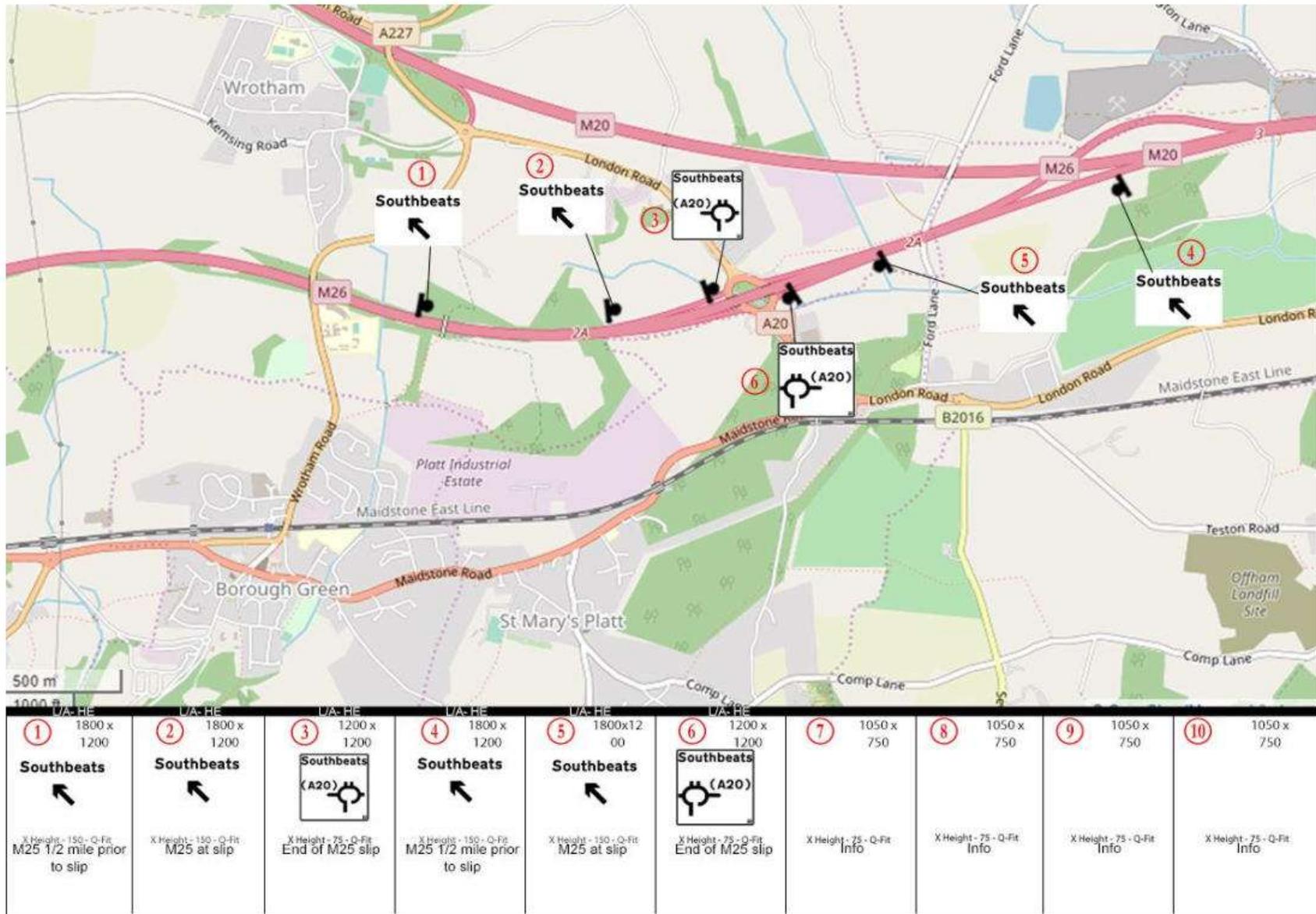
Map 2



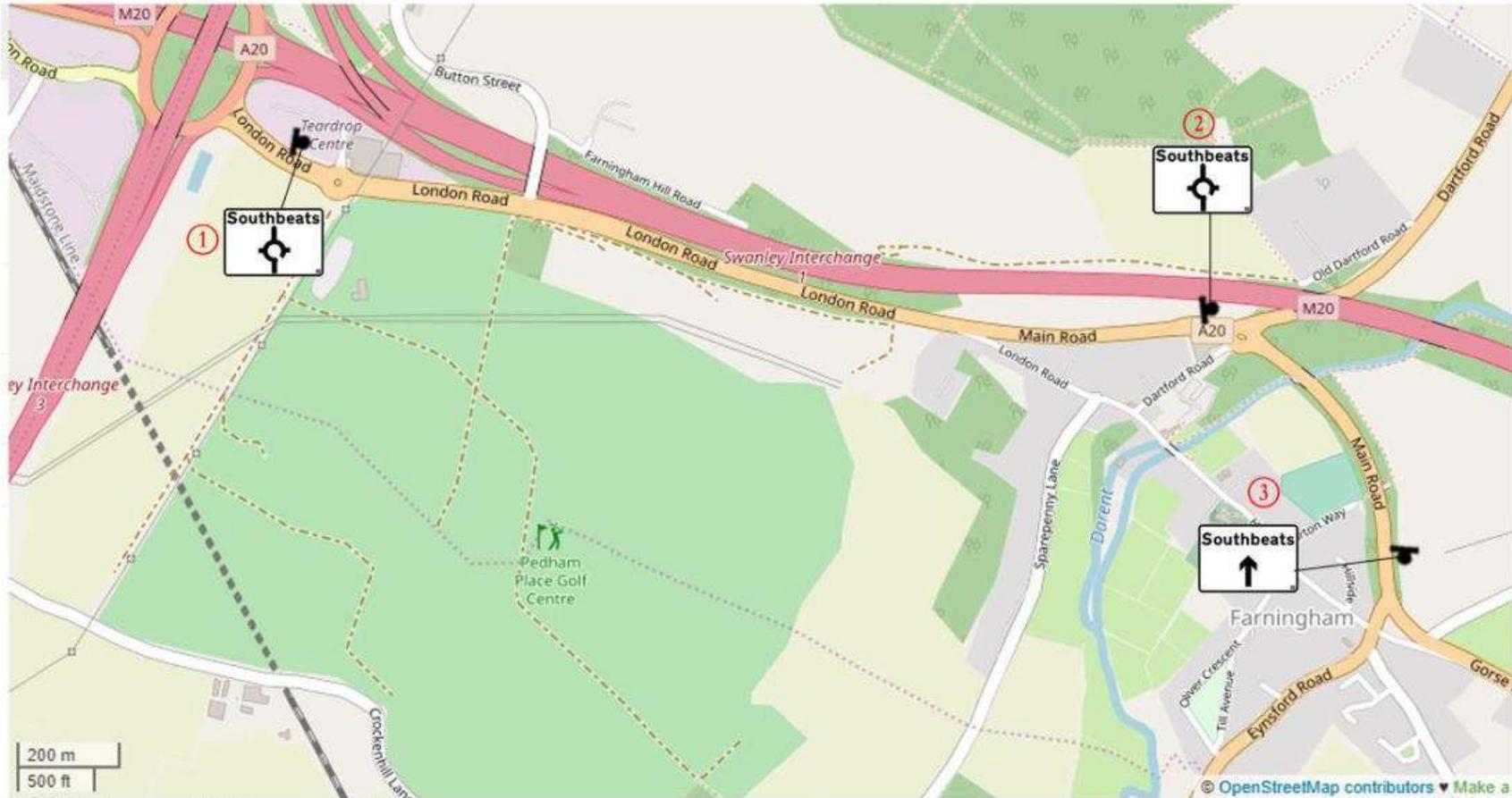
1	2	3	4	5	6	7	8	9	10
H/E-KCC	H/E-KCC	H/E-KCC	H/E-KCC	H/E-KCC	H/E-KCC	H/E-KCC	H/E-KCC	H/E-KCC	H/E-KCC
1800 x 1200	1800 x 1200	1200 x 1200	1800 x 1200	1800 x 1200	1200 x 1200	1050 x 450	1050 x 750	1050 x 750	1050 x 750
Southbeats ↖	Southbeats ↖	Southbeats (A20) ⚙️	Southbeats ↖	Southbeats ↖	Southbeats (A20) ⚙️	Southbeats ↖			
X Height - 150 - Q-Fit Info M25 SB	X Height - 150 - Q-Fit Info M25 SB prior to Slip Road	X Height - 150 - Q-Fit Info M25 prior to R/bout	X Height - 150 - Q-Fit Info A20 EB	X Height - 150 - Q-Fit Info A20 EB prior to Slip Road	X Height - 150 - Q-Fit Info A20 Slip Road prior to R/bout	X Height - 150 - Q-Fit Info Just off R/bout onto London Road	X Height - 75 - Q-Fit Info	X Height - 75 - Q-Fit Info	X Height - 75 - Q-Fit Info



1	2	3	4	5	6	7	8	9	10
H/E-KCC 1800 x 1200	H/E-KCC 1800 x 1200	H/E-KCC 1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750
Southbeats ↖	Southbeats ↖	Southbeats ↻							
X Height - 150 - Q-Fit Info M20 SB	X Height - 150 - Q-Fit Info M20 SB prior to Slip Road	X Height - 150 - Q-Fit Info M20 Slip Road prior to R/bout onto London Road	X Height - 75 - Q-Fit Info						



Map 5



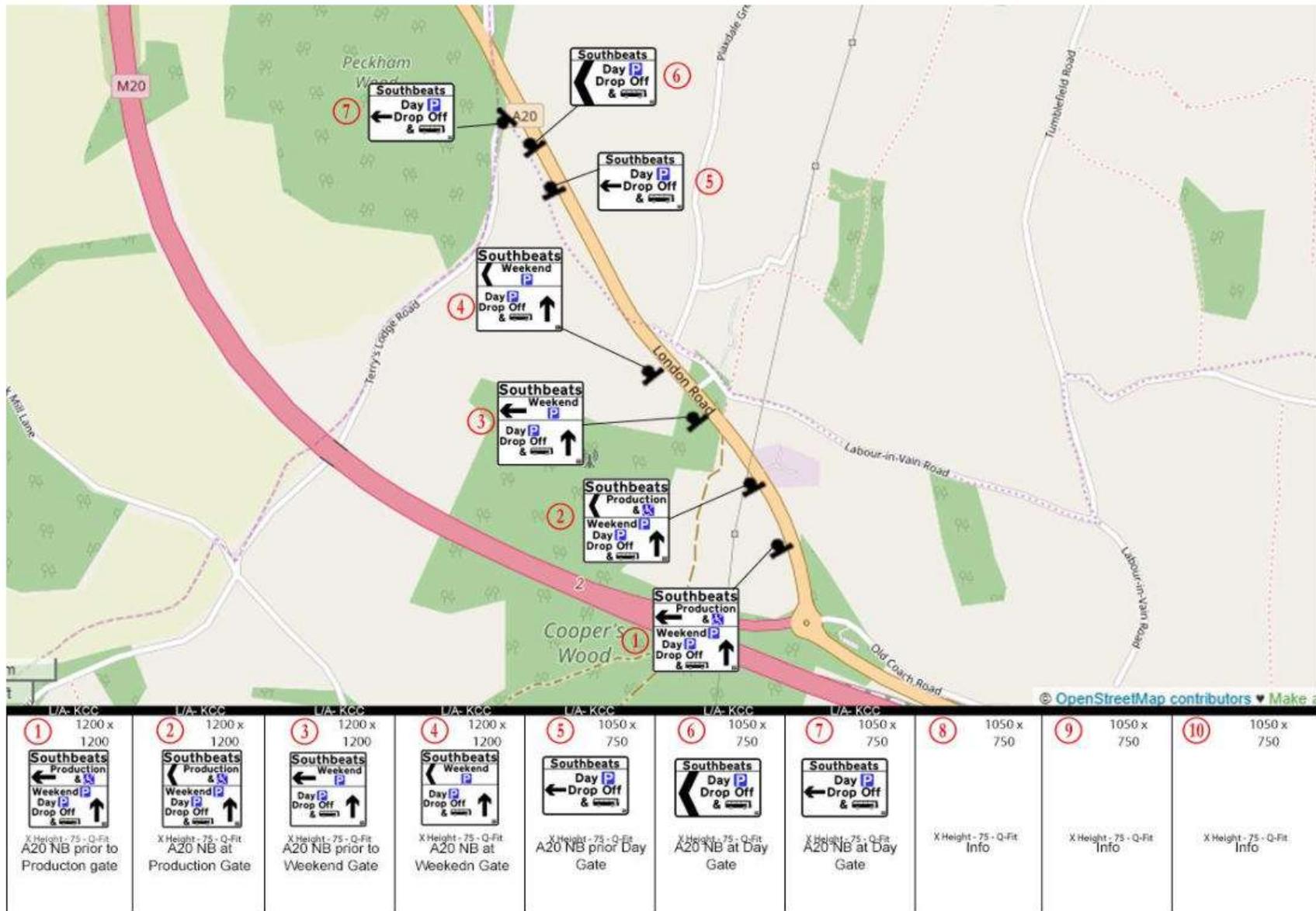
1	2	3	4	5	6	7	8	9	10
L/A- KCC 1050 x 750	L/A- KCC 1050 x 750	L/A- KCC 1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750
X Height - 75 - Q-Fit A20 EB prior to r/bout	X Height - 75 - Q-Fit A20 EB prior to r/bout with Dartford Rd	X Height - 75 - Q-Fit Main Rd SB prior to jct with Gorse Rd	X Height - 75 - Q-Fit Info						



1	2	3	4	5	6	7	8	9	10
L/A- KCC	L/A- KCC	L/A- KCC	L/A- KCC	L/A- KCC					
1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750
X Height - 75 - Q-Fit A20 WB prior to r/bout	X Height - 75 - Q-Fit A20 WB prior to r/bout	X Height - 75 - Q-Fit A20 WB prior to r/bout A227	X Height - 75 - Q-Fit A227 SB prior to r/bout	X Height - 75 - Q-Fit A20 WB prior to r/bout	X Height - 75 - Q-Fit Info				



1	2	3	4	5	6	7	8	9	10
1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750	1050 x 750
X Height - 75 - Q-Fit A20 SB prior to Day Gate	X Height - 75 - Q-Fit A20 SB at Day Gate	X Height - 75 - Q-Fit A20 SB prior to Weekedn Gate	X Height - 75 - Q-Fit A20 SB prior to Weekedn Gate	X Height - 75 - Q-Fit A20 SB prior to production Gate	X Height - 75 - Q-Fit A20 SB at production Gate	X Height - 75 - Q-Fit Info			



Exit routes to be added in

SECTION 9 - Appendix