

# 17 Traffic Management Plan

## Introduction

The Traffic Management Plan has prepared for Glastonbury Festival Ltd by the Off Site Manager following a process of consultation and on going dialogue with the following parties.

- Avon and Somerset Police (ASC)
- Somerset County Council Highways Dept (SCCH)
- Pyle Parish Council
- Pilton Parish Council
- Pennard Parish Council
- Officers of Mendip District Council
- British Transport Police (BTP)
- National Train and rail organisations
- Local residents
- The Management Team from Glastonbury Festival Ltd (GFL)
- Signage Contractors
- Traffic Light Contractor

The aim of the traffic management plan is to lay out the requirements and provisions to be implemented in the process of achieving the most efficient and safe movement of vehicles on the public highways around the site in conjunction with the efficient movement of vehicles onto and off the site, over the period of the festival.

The traffic plan is developed from the plans implemented in previous years. The plans devised from 2000 to 2004 were seen in general as successful despite the problems arising from the arrival of additional visitors to the Festival in 2000 and pedestrian control problems in 2002. The lessons learnt during the previous operations and the information provided by the above parties had been used to develop and improve the traffic plan. This process of review and development takes place on a continual basis.

The Traffic Plan details provisions to cater for the additional traffic over and above the normal through traffic expected to attend the area of the Festival Site. From the build up to the Festival when the level of Festival related traffic may affect other traffic on the highways from the Sunday prior to the Festival, through the main part of the Festival when the site is open to the public until the vast majority of public attending the event have left the site on the evening of the Monday.

The Traffic Plan is a working document reflecting the responses of the management team to a variety of issues affecting the flow of traffic around the area of the site. Whilst this document reflects the planning and agreement to

date there may be issues that arise between the writing of this document and the implementation of the plans.

No alterations to the enclosed plans will be made without consultation with the ASC and those affected by any changes. Alterations to the above plan will be put into effect to improve the performance of the general aims and objectives of the plan itself, that being the safe and efficient movement of vehicles along the highways around the Festival site.

The report is split into the following areas.

1. The proposed event
2. Traffic levels and expected peaks
3. Site
4. Vehicle access onto the site and car parks
5. Emergency access onto site
6. Car parking areas and capacities
7. Caravan Camping Fields
8. Drop Off point
9. Disabled
10. Check lanes
11. Bus services to the site
12. Rail and Ride service
13. Vehicle routing
14. Road Closures
15. Route signage
16. Labelling system
17. Traffic Lights
18. Pedestrian Access
19. Publicity for plan
20. Communications
21. Road Cleaning
22. Avon and Somerset Police
23. Lighting
24. Crime Reduction
25. Tow away Facilities

## The Proposed Event

Glastonbury Festival of Performing Arts is to be held over the period the Friday until the Sunday. The site is open to the public prior to this from the Wednesday at 10.00 hours from which time the majority of the public will start to arrive. Following the Festival the majority of public will have left the site by the Monday by 20.00 hours.

Prior to the arrival of the general public there will be a build up of traffic attending the site delivering temporary structures and equipment to the event. In the main whilst the number of vehicles attending the site increases over a period of three weeks prior to the festival these vehicles do not cause a major problem, which requires traffic control measures. The arrival of the traders

and performers on the previous Sunday will create issues, which will require some traffic measures.

Festival visitors are encouraged to use public transport as much as possible. The Festival bus station is sited as it has been since the 2000 Festival to cater for those who arrive by charter bus, local services and National Express.

The level of service provided by the railways caters for the demands expected. There are links set up to encourage people to book tickets through rail companies who are pushing our no ticket no entry message. The Festival continually studies improvements to the loading and queuing of passengers on the Monday in order to improve the flow of people at peak times.

## Traffic levels and expected peaks

Over the period of the Festival there will be different levels of traffic flow expected. Over previous years the levels of traffic have been relatively consistent. There has been a steady movement of the public attending the Festival to arrive earlier. But this has been a steady shift over a number of years, which has seen the majority of visitors arriving on site by Thursday rather than by the Friday, as was the case in the past.

In addition to the public vehicles arriving on site there are trade stands, performers and suppliers vehicles.

The peak for the trader vehicles is between the previous Sunday and the Tuesday. All these vehicles arrive on site via Pylle Lane and Pylle Road accessing the site through Gate VG 2.

The arrival of Performers will be from the previous Sunday through to the Sunday of the Festival. Performers will access the site through either VG 2 or VG 5. The numbers of performers vehicles arriving on site has never caused significant problems to the traffic plan. Although there is a curfew for vehicle movement on site this is not seen as a significant problem for the traffic plan as there are areas within the car parks to hold vehicles.

The supplier's vehicles access the site via Red Gate off the main A 361. The number of vehicles gradually increases over the weeks leading up to the Festival. Whilst the number of vehicles attending the site in the early weeks does not cause a problem the number of vehicles attending from Monday before the event is significant but does not require any external traffic management.

As part of signage specification all access roads leading from the A 361 and the A 37 towards the site have signs put up one to state that access to Festival deliveries is restricted and the second to direct deliveries to Red gate. There are 6 access roads between Parsons Batch on the A 361, around to

Pyle Lane on the A 37 and this will again be put in place. A sign at Pyle Village hall on Pyle Lane prior to Gate 2 opening states it is closed. This stops the odd vehicle that ignores the signs and tries to get into the site via gate 2 before it is open and then ends up in the village.

The capacity of the car parks has never been reached despite the high levels of vehicles attending in 2000 when the estimated number of vehicles in the official car parks was between 48,000 and 49,000 by ASC. There were still areas left available to be parked to the east of the site for over 1,500 cars.

Over the previous Festivals there had been a steady rise in the car park numbers although the licence number had not been increased. This is because the site management have been more effective in reducing the number of vehicles allowed to stay on site during the public days. This led to an increase in the car park numbers from 39,000 to around 42,000.

The number of vehicles on the road on the Sunday results in the changing over of the one-way system at midday rather than at the previously planned time of 1500 hours.

The trend has been for the general public to arrive on site earlier. The peak flow of public vehicles had moved from the Friday to the Thursday and Friday and is now on the Wednesday and Thursday. The majority of ticket holders arriving on site are on site by midnight on Thursday.

In order to cater for a possible increase in cars arriving a number of fields are available to the Festival that have not been used in recent years. In the east the field adjacent to E5 with space for over 3,500 cars and in the West space on John Gain's land for 2,000 cars. These fields are kept as contingency.

The peak arrival patterns for public vehicles arriving on site are as follows.

- Wednesday Noon to 2100/2030 hours
- Thursday 10 am until 2200/2100 hours
- Friday from Noon until 1800 hours
- Saturday and Sunday no peak arrivals a steady flow of traffic all day.

The Peak exit flows are as follows:

- Friday and Saturday nights there is an increase in the exit of traffic from Red gate as staff and performers leave between 2300 hours and 0130 hours each night.
- Sunday EXIT peak flow from 2300 hours for around 2 to 3 hours
- Monday the peak EXIT flow is reached by 10 am and carries on until 1800/1900 hour's dependant on road conditions and traffic accidents.

For the attendance levels proposed of 150,000 people we would expect a vehicle count of approximately 42,000 for all types of vehicle in the car parks.

By sustaining the area of parking previously available we retain some flexibility to use alternative car parks should problems arise at one of the car park gates. In addition if the weather conditions are such that the car parking areas become waterlogged we are able to use alternative sites. Each year there are some changes in the rotation of the crops on Steanbow farm and the fields used for parking vary as a result. The crop rotation plan is agreed with the land owner over a number of years.

The caravan campsite area is always under great scrutiny. Regular meetings between GFL and the fire officers build on the improvements made in previous years. A set of check lanes for the caravan campervan area ensure that all vehicles and caravans entering the area can be searched as required and that all vehicles can be checked quickly and efficiently. The facilities cater for in excess of 4,100 vehicles.

National Express provide a coach service to the site requiring a considerable number of coaches to carry large numbers of visitors. National Express are required to guarantee that only ticket holders are carried to the site on their coaches.

The peak flow for the coach arrivals will be on Thursday when approximately 65% of the coaches will be expected. Wednesday would be 15% and Friday 20%. The total number of coaches expected from National Express would be in the region of 200.

In addition to the National Express coaches there is a local service to the site provided by First Bus which operates between Bristol, Bath, Wells and Glastonbury. This service operates throughout the Festival and carries ticket holders only.

Those travelling by rail are transported to the site from Castle Cary railway Station by bus provided by the Festival this service will be free of charge to Ticket Holders only. The arrival pattern in previous years has seen 20% arriving on Wednesday, 50% on Thursday, and 30 % on Friday.

The recent changes to the parking areas to the west of the site see a reduction in the number of pedestrians accessing Gate A from the parking areas, which assists with the flow of public through the Gate A.

The Bike compound will be adjacent to the bus station. The recovery compound is in the W 21 field next to red gate which has created more queuing room both for the flow of pedestrians into the site on Wednesday and Thursday and away from the site on the Monday.

A considerable number of people are dropped off at the site. In order to facilitate this a drop off point is provided between Red gate and Orange gate to the west of the site off the A 361, which combines with the Yellow entrance.

## **The Site**

The site for Glastonbury Festival for the Performing Arts is located on farmland to the south of Pilton Village. The land is either owned by Mr M Eavis who rents the land to Glastonbury Festivals Limited or is rented to the Festival Organisers by local Farmers for the duration of the Festival. The Festival has been staged on this site for over 30 years although the Festival has expanded considerably during that time.

The Festival Site is served by two A class roads and a number of C class lanes. The A 361 runs Southwest to North East of the site while the A 37 runs in a north south direction to the East of the site.

Access onto the Festival site is off the A 361 via White Gate, Orange Gate, Yellow Gate and Red Gate. Alternative access is off Pylle Rd Via green Route into VG 1, via Blue route and VG 2. Access from the East is either via the A 37 into Pylle Lane and Pylle Rd along Blue route to the public car parks or using Purple entrance off the A 37 north of the Scrap Yard.

The fields available for parking vehicles are situated to the east and to the west of the main festival site with some additional staff car park situated to the north of the site. The coach and bus station is located to the West Side of the site between Red Gate and PD A

From previous experience there is capacity for up to 50,000 vehicles. The exact capacity will depend on weather conditions at the time of the event.

As Part of the traffic plan all car parks have been given number's as have Vehicle access points onto the licensed site, Vehicle gates inside the fence line as well as the pedestrian gates. The Vehicle access points are colour coded Red, Blue, Purple, Green, Orange, Yellow and White. The Vehicle Gates are numbered 1 to 7 and the pedestrian gates have been given letters A to D

The site has been laid out in such a way as to segregate various groups of people. To the west of the site off the A 361 via Red gate there is access and parking for public transport coaches and buses, performers for all stages situated on the western side of the site, staff and hospitality parking.

In addition to Red gate off the A 361 there are additional entrances. First used in 1999 the Orange entrance will be used for public traffic entering the site from the Glastonbury direction. There is an entrance located between Orange gate and Red Gate. Previously used to exit vehicles from Red Gate the entrance is called Yellow and proved to work well in 2002-4. The final entrance to the site from the west is off the A 361 via Stickleball lane and will be called White Gate.

To the east of the site is the main access for the traders and performers via Blue route to gate 2, caravan/camping parking, staff parking by Pedestrian Gate C and B and general public parking. This access is off the A37 down Pyle Lane and Pyle Road. A development for the 2003 festival which has been repeated subsequently is the inclusion of an entrance called Purple, which is open on a 24 hour basis for admission of public cars only into the eastern car parks.

The staff car parks are situated in four locations around the site. They are associated with each of the coloured routes into the site Green, Yellow, Blue and Orange. Green is situated to the north of the site on the north of Pylle road, to the east of Pilton Village. Yellow is situated between Yellow and Red entrance adjacent to the Bus Station, Blue is situated adjacent to both pedestrian gates B and C and Orange is situated outside Pedestrian Gate D. Vehicles displaying Pilton Village guests and Village car passes are allowed access to the Green Staff car park.

Next to Springfield Cross is located the old Bus Station which is used for the off site query cabin for persons wishing to locate a routing sticker for Blue or red routes and as the RVP 1 for emergency services.

Within the car parks roadways will consist of stone farm tracks, metal roadways or grass pasture avenues. Where roadways are essential to the functioning of the system they are maintained in order that vehicular traffic can access the car parks at all times.

The route from Purple to the Car parks consists of some stone roadways, some trackway and some pasture.

Within the car parks signage is displayed stating that there is to be no camping in the car parks. These signs in conjunction with the efforts of the Car Park staff and security have stopped people attempting to camp in the car parks.

## **Traffic flow expected**

From previous experience we expect the following patterns of arrival to the site over the period of the Festival.

1. Over the period 1st June to the Sunday before the Festival a gradual build up of contractor vehicles as well as vehicles accessing the site to deliver equipment and materials for on site build up works.
2. Traders and performers to start arriving in the main from the Sunday before the Festival onwards until the Wednesday before the Festival when all traders should be on site along with a considerable number of the performers.
3. The general public will start arriving from early on the Wednesday usually several

hours before the gates officially open at 10.00 am. The flow rate will gradually increase and is expected to peak on Wednesday and Thursday evenings with the balance of people arriving on Friday.

4. Over the weekend there will be a considerable number of vehicle movements on and off the site as local people visit the festival on day tips and other festival visitors leave the festival site to replenish food supplies or visit the local area. This will culminate in a peak of traffic leaving the site on Friday, Saturday and Sunday evenings from 12 pm until around 2 am.

5. On the Monday following the Festival traffic will leave the site from around 7 am until around 6 pm the peak flow being from around 9 am until 5pm.

## **Site access off the main A road network**

All relevant access points will be open to the public from 8 am on the Wednesday of the event. It must be noted that this may mean that the car parks on the western side of the site become full early on during the event. If this should occur the road signage will direct public vehicles to either the over flow car parks to the north of the site or to the eastern side of the site.

The accesses onto the site through the Fence Line are classified into two areas, those gates for pedestrians and those gates for vehicles. To avoid any confusion the pedestrian entrances have been the letters A to D and the vehicle gates have been given numbers 1 to 7. The vehicle accesses off the public highway onto the licensed site have been given Colours Red, Orange, Yellow, White, Blue and Purple.

There will be a number of vehicle accesses onto the site and to the various parking areas and they are as follows.

1. Red Gate is the main access for all non-public types of vehicles off the A361 trying to access the western side of the site. This gate is situated at the bottom of Park Hill and is the access to the Steanbow Dairy unit. This access will allow for two-way traffic movement over the stream inside the gate. A 6.7 metre wide single bridge will be constructed to cater for the traffic requirements. The bridge will be supplied and erected by Eve Trakway. The bridge is required to take the movement of 45 tons and the number of vehicle movements expected with minimal servicing. Should any work be required on the bridge for whatever reason there is enough width for vehicles to travel over one half whilst the other half is being serviced.

2. Orange Gate will be used as the main access point onto the site for public traffic from the west. Public traffic approaching from the east that have not followed the signs to the eastern car parks or Yellow gate will be directed into this entrance. At such times as the traffic flow increases then the white gate (Cockmill lane/Railway line) will work as an entrance in conjunction with this entrance. Orange vehicle label holders will access the reserved car parks closer to the pedestrian entrance gate through this gate. Part of this access will include an access into the land opposite Orange entrance owned by John Gain. The access to this land is situated opposite Stickleball lane off the A 361. Staff from Orange entrance will man the additional parking if required.
3. Yellow Gate will accept public traffic from the East along with drop off vehicles from both directions. Yellow vehicle label holders will access their parking area through this gate. Public cars accessing the site through this gate will use a track to gain access into West car parks 22 and 23.
4. White Gate the old railway line leading onto Stickleball lane. This access will be used as an access point during the peak arrival times only if required. Outside those times this access point will be used to exit vehicles from the site. From the Wednesday prior to the event until the Monday after the event other than the peak times for traffic arriving at the site. All vehicles wishing to leave the western side of the site either from VG 4 or the public parking areas will be required to use this exit. Heavy vehicles will have to use the existing concrete road and exit via Red gate.
5. Blue Gate, which is the gate onto the site off Pylle road near the junction with Cockmill lane. The blue route is the route to this gate from the A37 via Pylle lane and Pylle road. This route gives access to the public parking situated off Pylle road and to the caravan camping area also situated in fields adjacent to Pylle road and off Copse lane. The access to Gate 2 will be across one of the fields between Pyle Road and Cockmill Lane.
6. The exit route from Blue gate and the public parking areas along Pylle road will be via Pylle road itself and then via Copse lane and Neat lane to the A361 at Springfield Hill cross roads. This exit route will be altered at 2 PM on the Sunday of the Festival when the one-way system on Pyle road is reversed. From this time the exit route will be via Pyle lane and Pyle road onto the A37 for vehicles from the public car parks. For this years festival the one-way order on Copse lane will not be reversed as it has in previous years. Neat Lane will be made one way for the exit of vehicles on the Sunday if required and on the Monday again if required. This will allow traffic leaving the car parks and the site to use two exit routes when leaving the site on Sunday and Monday.
7. There are two agreed access points off the A361 into the village of Pilton for staff vehicles and all area labels. These are Parsons Batch for vehicles travelling from the Glastonbury direction and St Mary's lane for those vehicles travelling from the Shepton Mallet direction. All vehicles will proceed through the village using an agreed route via Cumhill, Bread

Street and Pylle Road to the staff parking area or to access the site via Worthy lane if applicable. Within the village of Pilton festival vehicles will operate a voluntary one way system by which the vast majority of vehicles will only travel in a clockwise direction along Copse Lane to Lower Street and back along Pyle rd. the aim is to cut down on the amount of traffic along Pyle rd and the instances of traffic meeting oncoming vehicles. This will apply to the emergency services as well except in times of emergency or where an operation may be compromised.

8. Purple entrance off the A 37 into the public car parks is located to the North of the scrap yard on the A 37 . This entrance will be used to assist in the flow of Public vehicles off the A 37 into the car parks. It is likely that the use of this entrance will reduce the queuing times on this side of the site and assist in the redistribution of vehicles to the east of the site as it did in 2003/4 cutting the traffic congestion considerably.

## **Emergency access onto the site**

Emergency access onto the site will be using routes agreed with the three emergency services.

Access to the two medical centres for ambulances will be via Red Gate using the concrete road and accessing the fenced off site via VG 4 or using the Worthy By Pass accessing the Fenced off Site via VG 6.

Access through the village of Pilton is via Parsons Batch or St Mary then via Shop Lane via Cumhill, Bread Street, and Pylle Road and onto the site via VG 1.

Access for the police and fire brigade onto the Fenced off site can be along the following routes.

- From the A 361 via White Gate along the railway line to gate VG 4
- From the A 361 via the Red Gate along the concrete Road to VG 4 and 5
- From the A 361 via the Red Gate along the worthy by pass to VG 6
- From the A 361 via Parsons Batch along Cumhill, Bread Street, and Pylle Road to VG 1 and on to VG 2

Access for police and Fire brigade to the car park areas can be along the following routes.

- From the A 361 via White Gate along the railway line to gate West 24 to 28
- From the A 361 via the Red Gate along the concrete Road to all the West car parks but primarily 21 to 23
- From the A 361 via Parsons Batch along Cumhill, Bread Street, and Pylle Road to the Staff Car park, Family Caravan Parking and East 14 to 18
- From the A 361 into overflow car parks at the top of Springfield hill

- From the A 37 into Pylle Lane and Pylle road to car parks East 1 to 13

## **Caravan Camping Fields**

These fields are situated to the East of the site off Pylle road fields East 7 to 13, Williams's fields and Cary's fields. We have had ample space for the vehicles parking with room to spare.

The fields will be open to ticket holders only to park as directed by the staff.

The Caravan sites will be fenced off with steel shield and will be secured by security staff.

Any changes to the Caravan Campervan parking areas will not affect the traffic plan dramatically. The changes will allow staff to control and direct vehicles more efficiently.

The caravan Campervan fields will be run by dedicated teams who will be responsible for the parking and management of the fields throughout the festival. All caravans will be checked into the fenced off area and searched.

## **Drop Off Point**

The Drop Off point will be situated between Red Gate and Yellow Gate off the A 361. Signage will be in place to direct all traffic to this one location to drop off. Vehicles will be directed to access through Yellow gate and exit via Red Gate.

The drop off area will be fenced off so that all persons being dropped off can be directed to pedestrian gate A (PG A).

## **Disabled**

Within each of the car parks disabled drivers will be directed to park as close to the pedestrian gates as possible. Where drivers require access to the site with their vehicles then they will be directed to the Yellow Gate. On arrival staff will identify the need of the driver and will issue the appropriate passes so that the vehicle can gain access to the disabled area.

For those who are not given vehicular access there is a shuttle bus facility to take them on site to the relevant disabled camping area. The shuttle bus will operate from the yellow disabled car park via gate 5 to the drop off point inside the site.

## **Check lanes**

There will be six sets of check lanes. Each set of lanes will be manned by gate staff that will be briefed to check for the appropriate accreditation for the vehicle and occupants to proceed to the car parks.

Staffing levels will be maintained to such a level that will be able to cope with the flow of vehicles through each gate. The knowledge of the previous events and the expected flow rates has been used to work out the staffing numbers for each entrance. Experience of Red Gate 1 in previous year can also be used to calculate the number of staff. We put more staff in at peak times as a safety margin.

The check lanes will be made up using a temporary roadway system, which will mean that the operation will continue to function in inclement weather conditions. Each set of lanes will be set up so that there will be between 6 and 8 lanes available for use at peak times.

## **Bus services to the site**

There are four bus or coach operations running to the site.

- First Bus who is running local buses to the site from Wells, Glastonbury, Bristol and Bath. These services will cater for Ticket holders only. On the Bristol and Bath Services only ticket holders will be sold tickets to travel on the buses travelling to the site. On the Glastonbury service security staff will be detailed to work with the buses to check tickets
- National Express service will be run on a national basis for festival ticket holders only. There will be a check on ticket holders when the passengers get on the bus prior to departure.
- Rail and ride Service from Castle Cary railway station. This service will be for ticket holders only. The tickets will be checked at the station prior to passengers boarding the bus.
- Independent coach companies. These coaches will be allowed to access the coach park where all persons on the bus or coach will have to produce tickets for the festival. Any person found to be without a ticket will be refused access to the site and the bus or coach driver will have to take them away from site.

Access to the bus station will be via Red Gate. The National Express and First Bus and rail and Ride drivers will all be briefed to use this entrance and to obey the directions of the marshals and security.

All coaches or buses arriving on site will be checked for non-ticket holders other than those vehicles which the festival security staff are aware have been checked prior to boarding.

The bus station pedestrian area are strictly controlled as a ticket holder only area in order to prevent the levels of crime associated with this area in the past. .

The changes in the car park layout to the west means a reduced flow of pedestrians from the car park to gate A. This factor along with a review of the capacity of the wrist banding operation will mean queuing will be reduced. We have the ability to divert buses to the old bus station.

National Express will be required to provide the following:

1. A guarantee that they will only carry ticket holders.
2. A detailed plan of the departure strategy for the coaches on Monday.

To assist with the queuing of people departing the festival the recovery vehicle compound will be reduced to allow a greater queuing area for public waiting for buses.

National Express submit a plan for the organisation of the bus station for the departure on the Monday requiring three holding areas a fencing to create queues for London, Midlands and the North.

## **Rail and Ride service**

The rail and ride service will operate between Castle Cary Station and the Bus station on site inside Red Gate. The operation will be geared up to accommodate the numbers of travellers expected on the incoming trains between Wednesday and Sunday am and the departing trains on Sunday pm and Monday.

The route between the Rail station and the Bus station will be via the A371 to Whitstone R-A-B onto the A37 then onto the A361 at Beardly batch and then onto the site via Red Gate. This route will be used exclusively unless there are traffic problems at Whitstone R-A-B. If there is congestion at this location then buses will use Easton lane to access the A 37 and then onto the A 361.

The route from the Bus Station to the Train station will be the reverse of the original route. Out of Red Gate onto the A 361 travelling north to the A 37 then turning south onto the A 371 at Whitstone R-A-B and on to the railway station.

Stewards and security at the railway station are employed to organise the ticket and non-ticket holders, during the period of arrival at the festival and will then be employed to assist the Wessex railway staff in organising the queuing system during the departure time.

## **Vehicle routing**

Routing to the site will be from a number of directions using the A37 from the North and South and using the A 361 from the West and the East. Public,

performers and traders will be directed to use the most appropriate route to the roads listed above from the area from which they are travelling.

Signage for each route will start from the most appropriate point.

- On the A361 from Frome outside Shepton Mallet to direct all vehicles to the Canards Grave R-A-B
- On the A361 from Glastonbury from the area of the Apple Tree Public House.
- On the A37 from Bristol from North of the Canards Grave R-A-B
- On the A 37 from the A 303 from Wraxall Hill.

Traders, performers and those with reserved parking will pick up signage from the above locations and will be directed to each of the five coloured coded entrances or parking areas.

- Red Gate located off the A 361 immediately to the South West of Pilton Village
- Orange Gate off the A 361 opposite the farm belonging to John Gain,
- Yellow gate off the A 361 between Orange and Red Gate
- Blue Gate off the A 37 via Pylle Rd and Pylle Lane.
- Green route to the staff car park via Parsons Batch or St Mary's off the A 361.
- Purple Gate located off the A 37 will be signed for the public from the north on the A 37
- The drop off point will be signed from each direction on the A 361 and the A 37 and direct all vehicles to the Yellow gate.

The routing to each of the entrances is signed along each of the above roads and follows similar signage schemes used and improved over a number of years.

The AA provide the signage. The signs will be colour coded. All routing signs and signs associated with the clearways and road closures will be provide to the relevant standards.

## **Road Closures and One way Orders**

Road closures are applied for to assist in the management of traffic at the Festival. They are discussed and agreed with the police, local parish councils, and the Somerset County Council Highways Dept.

## **Route signage**

Route signage into the site will concentrate on the following categories.

1. Those with a specific coloured vehicle entrance to get to
2. Members of the public looking for public parking

### 3. Drop off point

Buses, coaches and disabled will only be directed when closer to the relevant vehicle entrance.

Additional signage within the village of Pilton to advise of weight restrictions for HGV vehicles, direct festival vehicles and pedestrians and signage to enforce the various clearways and road closure orders will be put in place. There will also be a number of diversionary routes for through traffic using the A 361 and A 37. These signs will advise through traffic on those routes to avoid the area of the festival and direct traffic to use alternative routes. All routes will be agreed in advance with the County Highways and the police.

The details of signage are agreed with the ASC, SCCH and the signage contractor and the contractor is supplying relevant details and costs. All Glastonbury Festival signs will have the heading GLASTONBURY FESTIVAL to enable drivers to pick up the route signage quickly. At the request of the parish council the AA are producing additional signs to direct delivery vehicles to red gate pre Festival and are producing Signage to advise delivery drivers not to access the site via either Parsons Batch, Shop Lane, St Mary's, Top St, Neat Lane and Pyle Lane. .

The 30-mile an hour speed restriction previously put in place on the A 361 between West Pennard and Pilton are appropriate.

## **Labelling system**

All vehicles attending the site will have a vehicle label to access the site. The vehicle passes for external use to assist traffic staff in directing vehicles to the correct vehicle access will be a different shape each year. Vehicles with reserved parking will have a coloured pass for the relevant area Red, Yellow, Orange, Green or Blue.

## **Traffic Lights**

The police will have officers on the surrounding roads adjacent to the site that will assist the traffic flows only if required. GFL organise eight sets of traffic lights to control vehicle entrances onto the site and two junctions on the highway. The traffic light system proposed will allow traffic to negotiate the entrances to the festival site throughout the inbound and outbound phases of the traffic plan. The use of traffic lights has assisted the reduction in the need for police to assist with the traffic on the highway and has lead to a reduction in the length of time that there is congestion on the main routes into the site. Only the trained operators of the traffic lights will be allowed to control the flow of vehicles.

## **Pedestrian Access**

Pedestrian access to the site from the A361 and A 37 can be via any of the vehicle routes to the site. Each entrance will be set up to cater for pedestrians

to keep the movement of pedestrians and vehicles separate. Security will be in place to check the tickets of pedestrians entering the site.

People being dropped off will be encouraged to use the drop off point between Yellow and Red gates. In the main pedestrians will be directed to the nearest gate and will not be allowed to move around the outside of the fence line. The pedestrian routes from the car parks are planned so that there is the minimal confrontation between vehicle and pedestrian movement.

## **Publicity for plan**

The routing information to all the public is included in the fine guide, which is sent to all ticket holders.

The routing information for the site vehicles, traders, performers, staff and stewards is sent out with the vouchers and tickets in advance of the event.

All information will direct drivers to the general area of the festival where they will pick up the Glastonbury Festival signage

The diversion routes will be advertised and advance signs will be put in place to warn regular users of the A361 and A 37 of the traffic congestion during the Festival and the diversion routes to use.

All T R O's relevant to the One way Systems and the road closures will be advertised in the local papers.

## **Communications**

There will be a dedicated control room with staff that are aware of the operation in hand. There will be radios for each of the off site crews, stewards, car park staff, vehicle gate staff, security, contractors and there will be communication with the bus drivers. There will be the ability for all areas of the operation to pool information in a way that has proved to be successful in the past.

## **Road Cleaning**

The road cleaning specification has been in use at the festival for a number of years and has proved to be successful. The sweeping routes are agreed with the local highways and constant communication is maintained.

## **Avon and Somerset Police**

GFL work with the operational department of the ASC in order to produce the traffic management plan. There is constant liaison to improve plans where possible. This continues throughout the planning stages into the traffic operation itself. The police provide staff to monitor the traffic operation and enforce the law. Traffic wardens and or police officers will be on duty during the Festival and will work with the festival team to make sure that the traffic management plan runs safely.

## **Emergency services**

The emergency routes onto the site have been passed to the emergency-planning officer for GFL and through him to the relevant personnel for each of the emergency services.

## **Lighting**

Access points off the highway will be lit during the hours of darkness to aid the staff working in those locations and to highlight access points for the vehicle drivers. Please refer to the enclosed map for details. In addition to the entrance lighting all car parks will have an increased lighting level with tower lights static light poles and mega towers to be placed within the car parks, villages, on the check points and at strategic locations around the site. A wall of light in the car parks will be formed to reduce the possibilities for crime. This along with the number of security and staff will have a considerable affect on the levels of crime.

## **Crime Reduction**

All vans will be parked away from the fence line in specific areas. There will be two areas on the West of the site and one on the East of the site.

There will be a large number of lighting units within the car parks to light as large an area as possible. Pedestrian walkways will be lit and security numbers in the car park will be increased.

Within the bus station area there will be a greater control on the movement of pedestrians to reduce the risks of crime within the pedestrian areas.

## **Tow away Facilities**

Tow away facilities are organised for vehicles causing an obstruction on the public highway and who receive a ticket from a police officer or for vehicles authorised to be towed away by a police officer or traffic warden. The contractor and the exact nature of the deployment are agreed with ASC.