



**BoomTown Fair Transport Plan – 59,999**

**Plan Dates:** 15<sup>th</sup> July 2016 – 15<sup>th</sup> August 2016

**Event Dates:** 11<sup>th</sup> August 2016 – 14<sup>th</sup> August 2016

**Venue:** Matterley Bowl

Alresford Road

Nr. Winchester

Hampshire

S021 1HW

Prepared by: Tom Ferris

CTM Ltd

Unit 2A Spring Hill Industrial Park

Arley, Coventry

CV7 8HN

Tel: 01676 549001

Email: [info@ctm.uk.com](mailto:info@ctm.uk.com)

Web: [www.ctm.uk.com](http://www.ctm.uk.com)



**CTM**  
Unit 2a Arley Industrial Estate  
Colliers Way  
Arley  
Coventry  
CV7 8HN

[www.ctm.uk.com](http://www.ctm.uk.com)  
t| 01676 549001 e| [info@ctm.uk.com](mailto:info@ctm.uk.com)

## Profile – Tom Ferris – Senior Operations Manager

### Introduction and Career

Tom has 12 Years' experience working in the events traffic management industry with CTM Ltd. He has a degree in Aerospace Systems Engineering from the University of Hertfordshire (2003). He started his career as a traffic marshal in 2003 at the notorious Robbie Williams Concert at Knebworth and progressed to supervisory and management roles over the following years. In 2007, he was employed full time as an Operations Manager with CTM, and has been in this role to date.

In this time, Tom has gained experience in people management, event planning, operations and debriefs. He also represents clients in various forums such as SAG meetings, Residents meetings, Parish Councils and license hearings.

### Experience

During this career, Tom has provided services to many events, including but not limited to –

Aegon Classic Tennis	Danson Festival	Robbie Williams – Knebworth
BBC - Stargazing Live	Drive In Movie Events - Various Venues	Rockingham Speedway
Bedford River Festival	Garage Nation	Royal Bath and West Show
Bedford Showcase	Glastonbury Festival	Royal Holloway University London
Bedford Victorian Fair	Global Championship Tour	Royal Windsor Endurance
Binfield 10k Run	Global Gathering	Royal Windsor Horse Show
Blenheim Horse Trials	Gloucester Tall Ships	Rutland Show
BoomTown Fair	Gunnersbury Mela	Santa Pod
Bristol Arcadia	Harvest @ Alex James'	Santander Surprises - Frome
Bristol International Balloon Fiesta	Horseworld Open Day	Secret Garden Party
British Motorcycle Federation	House Festival	Somersault Festival
British Superbikes - Various Venues	Institute of Groundsman Show	The Big Chill Festival
Bromley Pageant of Motoring	Japfest	The Glade Festival
Bucks County Show	London 2012 Olympic Games	The Millies Awards
Burghley Horse Trials	Lounge on the Farm	The Open Golf Championship
Cambridge Fireworks	Love Saves the Day	Tokyo World
Cornbury Festival	Papal Visit - Cofton Park	Tough Mudder
Coventry Half Marathon	Radio 1 Big Weekend Hackney	Truckfest - Various Venues
Cranwell Music Events	Radio 1 Big Weekend Swindon	Wilderness Festival
Crick Boat Show	Reading Festival	Wilton Antique and Supercar Show



## Table of Contents

1.	Overview .....	- 1 -
1.1.	The Proposed Event .....	- 3 -
1.2.	Major Changes .....	- 3 -
1.3.	Site Description and Access Points .....	- 4 -
1.3.1.	Site Location.....	- 5 -
1.3.2.	External Site Access Points .....	- 5 -
1.3.3.	Internal Site Access Points .....	- 6 -
1.4.	Overview of Road Layout in Proximity to the Site .....	- 7 -
1.5.	Operational Timeline - TBC.....	- 7 -
2.	Event Traffic.....	- 8 -
2.1.	Expected Traffic Levels and Arrival Times.....	- 8 -
2.1.1.	Volunteers, Artists, Crew & Production.....	- 8 -
2.1.2.	Public.....	- 8 -
2.1.3.	Summary for 2016 .....	- 9 -
2.2.	Access Routes .....	- 10 -
2.3.	Vehicle Labeling System.....	- 10 -
2.4.	Pre and Post Event Traffic.....	- 11 -
2.5.	Traffic Cell .....	- 11 -
3.	Ingress Operations.....	- 12 -
3.1.	Disabled & Family Camping .....	- 12 -
3.2.	Campervans .....	- 12 -
3.3.	Rail and Ride .....	- 12 -
3.3.1.	Wednesday .....	- 12 -
3.3.2.	Thursday .....	- 13 -
3.3.3.	Friday .....	- 13 -
3.3.4.	Saturday .....	- 13 -
3.3.5.	Sunday .....	- 13 -
3.3.6.	Monday.....	- 13 -
3.4.	Coach Travel.....	- 14 -
3.5.	Motorbikes.....	- 14 -



3.6.	Production, Crew & Artists .....	- 14 -
3.7.	Volunteers.....	- 14 -
3.8.	Pick Up/ Drop Off and Taxi Operation .....	- 15 -
4.	Ingress Routes.....	- 16 -
4.1.	Public North .....	- 16 -
4.2.	Public from the London Area .....	- 16 -
4.3.	Public from the Southampton area .....	- 16 -
4.4.	Public from the South West.....	- 17 -
4.5.	Public Drop off and Collection .....	- 17 -
4.6.	Access Routes for Coaches and Campervans.....	- 17 -
4.7.	Rail and Ride Shuttle Buses.....	- 17 -
4.8.	Emergency Services Access Routes.....	- 18 -
4.9.	Pedestrian Routes.....	- 18 -
4.10.	Local Access Routes .....	-19 -
4.10.1.	Oil Tankers .....	- 19 -
5.	Egress Operation.....	- 20 -
5.1.	Egress Routes during Peak Ingress .....	- 20 -
5.2.	Post Event Egress Routes .....	- 20 -
5.2.1.	Gate A Egress .....	- 21 -
5.2.2.	Spitfire Roundabout.....	- 21 -
5.2.3.	Green Gate K and Blue Gate G.....	- 22 -
6.	Ticket Accreditation and Sales .....	- 23 -
7.	Pedestrian Safety and Access .....	- 24 -
7.1.	Pedestrian Routes On Site .....	- 24 -
7.2.	Footpath Closures Required .....	- 25 -
7.3.	Pedestrian Access to the Event Site.....	- 26 -
8.	Car Parking Operation.....	- 27 -
8.1.	Description of Areas and Access.....	- 27 -
8.2.	Car Park Capacities.....	- 27 -
8.3.	Parking Plan .....	- 28 -
9.	Emergency Services .....	- 29 -



9.1.	Police.....	- 29 -
9.2.	Fire .....	- 29 -
9.3.	Medical .....	- 29 -
9.4.	Access Routes .....	- 29 -
10.	Communications .....	- 30 -
10.1.	Public.....	- 30 -
10.2.	Local Residents and Communities .....	- 30 -
10.3.	Event Planning with Relevant Parties .....	- 31 -
10.4.	Event Control .....	- 31 -
11.	Lighting.....	- 32 -
11.1.	Car Parks .....	- 32 -
11.2.	Access Points.....	- 32 -
11.3.	Pedestrian Routes.....	- 32 -
12.	Maintaining Routes To and From Site .....	- 33 -
12.1.	Vehicle Recovery and Tow Away .....	- 33 -
12.2.	Road Cleaning .....	- 33 -
13.	Traffic Management .....	- 34 -
13.1.	Local Highways.....	- 34 -
13.2.	Highways England .....	- 34 -
13.3.	VMS.....	- 34 -
13.4.	Civilian staff, Speed Limits and TTROs .....	- 35 -
13.4.1.	Overview.....	- 35 -
13.4.2.	Accredited Civilian Traffic Officers.....	- 36 -
13.4.3.	Road Closures .....	- 36 -
13.4.4.	Speed Restrictions .....	- 37 -
13.4.5.	No Waiting Restrictions .....	- 37 -
13.4.6.	Traffic Lights.....	- 38 -
13.5.	Traffic Management and Cone Plans.....	- 38 -
14.	Signage Plan .....	- 39 -
14.1.	Route Signage .....	- 39 -
15.	Contingency Planning .....	- 40 -



15.1.	Parking Areas .....	- 40 -
15.2.	Parking Access.....	- 40 -
15.3.	Routes Outside the Site .....	- 40 -
16.	Notes.....	- 41 -
16.1.	Health and Safety.....	- 41 -
16.2.	Details of Contacts .....	- 42 -
17.	Appendices.....	- 43 -
17.1.	Plans of Site.....	- 43 -
17.2.	Measurements of Parking Areas.....	- 43 -
17.2.1.	Campervans .....	- 43 -
17.2.2.	Authorities & Public Overflow .....	- 44 -
17.2.3.	North Car Park .....	- 45 -
17.2.4.	West Car Park .....	- 46 -
17.2.5.	Gate D Part 1.....	- 47 -
17.2.6.	Gate D Part 2.....	- 48 -
17.2.7.	South Car Park .....	- 49 -
17.3.	Maps of Routes .....	- 50 -
17.3.1.	Volunteers.....	- 51 -
17.3.2.	North Public Car Park.....	- 52 -
17.3.3.	West Public Car Park.....	- 53 -
17.3.4.	Public Drop Off.....	- 54 -
17.3.5.	Production, Crew & Artists .....	- 55 -
17.3.6.	Campervans .....	- 57 -
17.3.7.	Coaches.....	- 58 -
17.3.8.	Rail and Ride .....	- 59 -
17.3.9.	Taxis .....	- 60 -
17.3.10.	B3404 Pedestrian Route .....	- 61 -
17.4.	TM Diagrams –Layouts for 2014 Egress.....	- 62 -
17.4.1.	A31 Ingress Plan.....	- 62 -
17.4.2.	Gate A Egress Plan .....	- 63 -
17.4.3.	Gate B, C, D Egress Plan .....	- 63 -



17.4.4. Alresford (Lady Croft Farm) Roundabout Egress Plan ..... - 65 -



## 1. Overview

This document details a proposed transport management plan in support of an Event License Application for an event of up to 59,999 people. It will be amended subject to licensing decisions.

BoomTown Fair has been resident at Matterley Bowl since 2011.

In 2015, the event was granted a license for 49,999, of which around 9,999 was Crew/Production.

For 2016, the event is seeking a license for 59,999, of which around 11,599 will be Crew/Production and Volunteers.

In 2015, any potential impact on the traffic conditions for the ingress or egress was, at the least, mitigated by improvements in the traffic plan and onsite provision by the organisers. The ingress had minimal impact on surrounding roads, with parking and drop offs on the local roads being minimal. The egress of public vehicles on the Monday was complete before rush hour traffic was impacted. The organisers contracted a road sweeping company to mitigate the effect of mud on the road – which was utilised on Thursday and Friday.

To mitigate the risk of increased queuing on the A31 with the increase in the license, the organisers propose increasing the traffic using the A272 to access and egress the site. These vehicles can be directed away from the A31 on Monday.

- A new car park for 2,000 vehicles will be created inside Blue Gate (G/H) – which will take approximately 6,000 public ticket holders.
- The campervan area will be increased from 700 to 1,400 vehicles which is an increase of approximately 2,100 public ticket holders.
- **The final 4,000 public tickets will be sold as a Coach Package and for people arriving by Train;** requiring attendees to arrive and depart by coach or shuttle bus. For coach packages, tickets will be validated on the coach to ensure they do not travel by other means

**These changes should result in all of the extra ticket holders using the A272. See 2.1.2 for calculations.**

The Jalsa Salana event will be taking place near Alton to the east of the site on the same weekend as BoomTown Fair. A copy of their traffic plan has been assessed and it has been deemed that there are no changes required to this Transport Plan.

To reduce the impact of traffic on the surrounding area, all effort should be made to encourage the use of public transport to and from the site. Public transport (Trains and Coaches) has increased from 5,100 people in 2014 to 7,000 in 2015. This should reach 12,500 in 2016 if the event sells out. Further measures to encourage these modes are to be investigated by the event directors.

The organisers recognise the impact on the local residents, commuters and holiday traffic in the area. Having held a residents debrief meeting, with CTM in attendance, and consulted with the stakeholders, the following document is intended to bring together the best options to provide a deliverable solution which balances the interests of all parties.





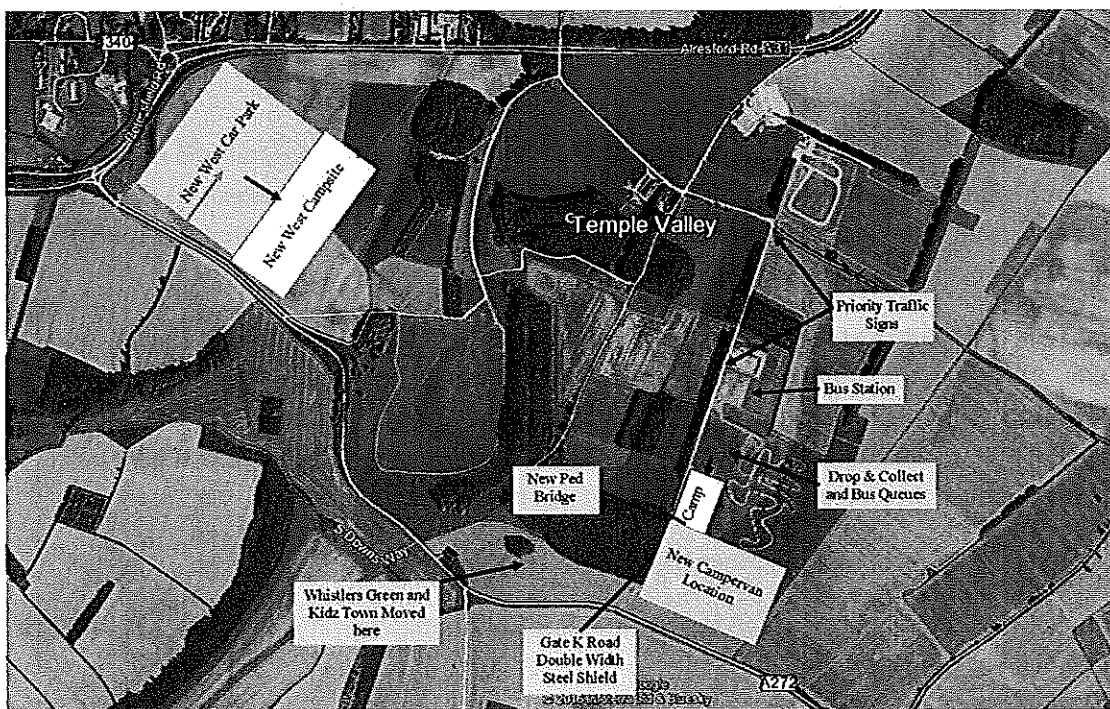
This is a working document until issued as final. Any input from relevant authorities and interested parties is welcomed.

### 1.1. The Proposed Event

For 2016, the proposed event will be broadly similar to that of 2015 in layout and content. The Organisers are constantly striving to evolve the event layout and content to attract a more mature audience. A few stages and venues have changed and moved. Gate E will continue to be used during the show week for Crew/Production/Artist vehicles to access the site. It is proposed that a new car park on the West side of the site off the A272 is created to absorb 2,000 of the increase of vehicles on the site associated with the increase in the license number.

The organisers are seeking a license from Winchester City council for up to 59,999 – this Transport Plan will detail the measures taken to mitigate the impact for other users of the highways for 2016 and is subject to review and revision for future years.

### 1.2. Major Changes





### 1.3. Site Description and Access Points

BoomTown Fair uses land on the Matterley Estate which is situated between the A31 to the north, the A272 to the west and south of the site and Rodfield Lane to the east. The whole site is situated to the east of Winchester approximately 3.5 miles away. New Alresford is 4 miles away to the north east, Petersfield 13 miles to the south east.

Each gate is identified in the maps below. Access gates are identified with letters A to E on the A31, F to K on the A272 and L and M on Rodfield Lane.

Access to the North Public Car Park, for the HillTop Area, is off the A31 west bound carriageway through Pink Gates (A or B) and exiting through Gate C and Gate A (Monday Only).

Access to the West Public Car Park, for the DownTown Area, is off the A272 through Blue Gate (G) and reject through Gate H. For egress, this would be reversed – so that all vehicles would exit via Blue Gate (G), there would be no access to the West Car Park for public. On exit out of Blue Gate (G), vehicles would be sent south/east on the A272 by a left turn out of the gate.

Due to the gradient of the new parking area, in wet weather, Gate H will be used as ingress, with Gate G being used for reject and egress. This will be assessed in the 4 weeks leading up to the event. Blue Circle directional signage will direct to the gate to be used.

Traders, volunteers, campervans, disabled, families, public transport, coaches, rail and ride, taxis and other drop offs will enter through Green Gate (K) off the A272. They will all also exit via Green Gate (K), except traders who may use Gate C post show – depending on the most appropriate route from their trading position on site.

Production, crew and artists access the site through Purple Gate (D) until Sunday 7<sup>th</sup> August. From Monday 8<sup>th</sup> August, traffic will be directed to use Purple Gate (E). Any rejected or exiting vehicles will be sent out via access C whilst Purple Gate (D) is inbound (until the 7<sup>th</sup>), and out of Gate D once Purple Gate (E) is inbound (from the 8<sup>th</sup>). Pink Gate (B) will be open for access to the site for build and break traffic if they already have vehicle and personal passes.

All accesses will be manned to allow emergency access if required.

Day to day access for emergency services and statutory authorities operating on site will be through Pink Gate (B) or Green Gate (K).

To aid with simplification of directional signage and vehicle passes, the following designs will be used in 2016. This will aid in separating Drop Off and Pick Up signage as well as reducing the words on the AA signage.

- A/B - PINK RHOMBUS
- D/E - PURPLE SQUARE
- G/H - BLUE CIRCLE
- K - GREEN TRIANGLE

### 1.3.1. Site Location



### 1.3.2. External Site Access Points

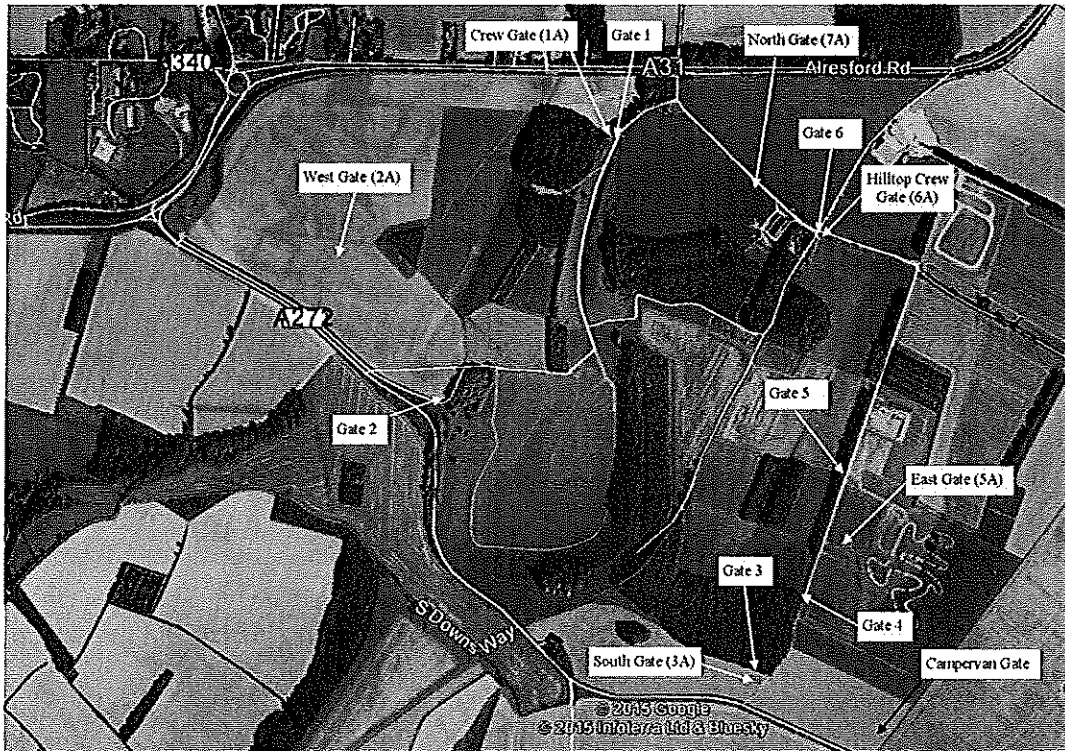


Pink Gate A to be used during main ingress only

Purple Gate to be either D or E depending on date

Blue Gate to be G or H depending on weather

### 1.3.3. Internal Site Access Points



*Numbers only are vehicle access points.*

*Numbers with an "A" suffix are pedestrians access points.*



#### 1.4. Overview of Road Layout in Proximity to the Site

See 17.3 for the overall layout of roads around the site.

The site is served by the A31 dual carriageway to the north of the site. This road has a number of crossing points between the east and west bound carriageways which are used by road users to cross over one carriageway rather than having to turn left out of side roads and travel to the roundabouts at either end of the A31. These crossing points will be closed when the event is open to the public to reduce the risk of accidents during periods of higher traffic as recommended by the responsible authorities.

The A31 is an unrestricted dual carriageway; meaning that traffic within the vicinity of the venue can reach the access points very quickly putting pressure on the parking operation. The speed limit of the road will be reduced to 40mph along some stretches. The parking teams and accesses will be set up to enable large volumes of vehicles to access the site at peak time. Through traffic and event traffic will be separated to reduce conflict where possible.

The A272 runs to the west and south of the site and links the site with Petersfield and the A31. The road has a number of accesses onto the site and is also subject to a 40mph speed limit during the event.

#### 1.5. Operational Timeline - TBC

Day/Date	Time	Item	Notes
15 <sup>th</sup> July	N/A	Production Signage	The AA
28 <sup>th</sup> July	N/A	Advance Warning	The AA
5 <sup>th</sup> August	N/A	Exit Signage	The AA
Prior 7 <sup>th</sup> August	N/A	Gate K Route Signage	The AA
Prior 10 <sup>th</sup> August	N/A	All Remaining Signage	The AA
<b>Show Week</b>			
Monday	N/A	CTM Onsite	
Tuesday	N/A	VMS Delivered and Sited	Kelly Bros
Wednesday	1000	Traffic Lights Delivered and Sited – Gate K	APG
Thursday	0500	A31 Gap Closures	APG
	0500	A31/A272 Speed Limits	APG
	0500	Cone Plans A31/A272	APG
	0800 - 1800	CSAS Staff	CTM
	0800 - 2000	Chapter 8 Staff	CTM
	0800	Pink Gate B, Blue Gate, Green Gate Open	CTM
	0800	West Gate Open (2A) Open	BTF
	0800	Campervan Gate (3) Open	BTF
	0930	Pink Gate (A) Open	CTM
	1000	East Gate (5A) Open	BTF
	1200	North Gate (7A) Open	BTF
<b>Egress</b>			
Monday	0800	Put On Spitfire – J10 Lane closure	APG
	0900	Lay Out A31 East Speed Limit	APG
	0900	Lay Out Alresford RAB Closure	APG
	0900	Pink Gate A Exit Layout	APG
	0800 - 1800	CSAS Staff	CTM
	0800 - 1800	Chapter 8 Staff	CTM
	0930	Ban Right Turn out of Gate K	CTM
	0930	Put On Alresford RAB Closure	CTM
	0930	Pink Gate A Exit Opens	CTM/APG
	1600 Onwards	Restrictions lifted ASAP	CTM/APG

## 2. Event Traffic

### 2.1. Expected Traffic Levels and Arrival Times

The breakdown of travel modes from previous years for the whole audience and the predicted future pattern is shown in the table below. For planning purposes, it is assumed that 48,400 public and 11,599 Production/Crew & Volunteer passes will be used.

#### 2.1.1. Volunteers, Artists, Crew & Production

Approximately 90% of Gate K (Volunteer) vehicles are expected to arrive on Wednesday and depart on Monday, however, Gate D/E (Production) vehicles arrive over an extended period prior to the show, with the majority being on site by Wednesday. Departure is spread over the weekend and the week following the show as acts finish and various areas of the event are removed.

The Volunteer (Green K), Artists (Purple D/E), Crew (Purple D/E) and Production (Purple D/E) table is shown below.

Mode	2015 Vehicles	People	2016 Vehicles	People
Gate D/E (Production/Purple Gate)	3,410	9,550	3,571	9,999
Volunteer (Green Gate K)	250 <sup>1</sup>	800	500	1,600
<b>Total</b>	<b>3,810</b>	<b>10,350</b>	<b>4,071</b>	<b>11,599</b>

<sup>1</sup> 2015, approx. 50% volunteers used shuttles, 2016 calculated on assumption that continues.

#### 2.1.2. Public

From previous years' experience it is expected that 90% of the public attendees will arrive on Thursday with a peak between 1000 and 1600.

Mode	2015 Vehicles	People	2016 Vehicles	People
Coaches (Green Gate K)	77	3,407	156	7,500 <sup>1</sup>
Live Ins, Family, Disabled (Green Gate K)	700	2,100	1,400	4,200 <sup>2</sup>
Cars (Pink Gate A/B)	7,500	22,282	6,769	20,172 <sup>4</sup>
Cars (Blue Gate G/H)	-	-	2,000	5,960 <sup>2</sup>
Shuttle Busses (Each Way, Green Gate K)	-	3,119	-	4,179 <sup>3</sup>
Public Drop Off & Taxi (Green Gate K)	1150	4,635	1,679	6,211 <sup>3</sup>
Other (Disabled/Family Green Gate K)	50	178	50	178 <sup>3</sup>
<b>Total</b>	<b>9,477</b>	<b>35,721</b>	<b>12,054</b>	<b>48,400</b>

<sup>1</sup> Current Sales Profile (5,000) + Forced Sales (3,000), <sup>2</sup> New Sales Limits, <sup>3</sup> Figures calculated using 2015 + 47.2% - which gives the 1,000 people committed to by the organisers as part of public transport initiative, <sup>4</sup> Remaining after <sup>1,2,3</sup> taken from sales limit



### 2.1.3. Summary for 2016

Gate	Prior to Thursday		On Thursday		Remainder of Weekend	
	Vehicles	People	Vehicles	People	Vehicles	People
Pink A/B	0	0	6,092	18,155	677	2,017
Purple D/E	2,361	6,600	360	1,000	850	2,399
Blue G/H	-	-	1,800	5,364	200	596
Green K	500	1,600	2,956	20,042	328	2,227
<b>Total</b>	<b>2,861</b>	<b>8,200</b>	<b>11,209</b>	<b>44,560</b>	<b>2,055</b>	<b>7,239</b>





## 2.2. Access Routes

Please see Appendix 17.3 for various maps of routes

In an attempt to improve the exit traffic on Monday, various routes will be advertised to encourage traffic to use alternatives to the obvious A34/M3 Junction 9 interchange. It is hoped that by varying the inbound routes, people will be more amenable to following an alternative route home, thereby relieving pressure on the Spitfire Link and roundabout, and improving exit times and local traffic conditions.

Coaches, Rail and Ride, Taxis, Campervans and Drop/Collect will be directed to use Green Gate K from M3 Junction 11 via Twyford and Morestead, from M3 Junction 10 via Morestead Road, from Winchester via the B3404 or from A31/A32/A272 – depending on from where they approach. Drop/Collect will also be signed from Winchester via the Percy Hobbs Roundabout for local traffic.

Public routes will be split up as much as feasible, with vehicles being asked to avoid the M3/A34 interchange if possible. Alternative routes will include

- M25 - A3 - A31 (then A32 – A272 for Green Gate K)
- M3 - A331 - A31 (then A32 – A272 for Green Gate K)
- A303 - A36 - M27 - M3 - A31

2,000 of the additional public cars associated with the license increase application would be parked in a new car park on the west of the site accessed off the A272 via Blue Gates G and H. These vehicles would be forced to travel east on egress to take them away from the A31 queues. Access would be from the

- M3/A34 – A31 – A272
- A31 – A32 – A272
- A31 (past site) – A272

## 2.3. Vehicle Labeling System

The majority of vehicles accessing site will need accreditation which will be carried out on access to the event site. Some categories will be allowed access with no accreditation.

Category	Pass Required	Symbol (2016)	Issue Procedure
Public cars	North Car Park Pass	Pink Rhombus	<ul style="list-style-type: none"> <li>• Exchange print at home prior to parking</li> <li>• Purchase on the day</li> </ul>
Public cars	West Car Park Pass	Blue Circle	<ul style="list-style-type: none"> <li>• Exchange print at home prior to parking</li> <li>• Purchase on the day</li> </ul>
Public Drop Off	None	Follow Green Triangle	<ul style="list-style-type: none"> <li>• Directed to dedicated drop &amp; collect area nr. East Gate</li> </ul>
Campervan	Campervan Pass	Green Triangle	<ul style="list-style-type: none"> <li>• Exchange print at home prior to parking</li> <li>• Purchase on the day if available</li> </ul>
Volunteer	Car Park Pass	Green Triangle	<ul style="list-style-type: none"> <li>• Exchange print at home after parking</li> </ul>
Production	Vehicle Pass	Purple Square	<ul style="list-style-type: none"> <li>• Computer Validation prior to parking/access</li> </ul>
Buses/Coaches/Taxis	None	Follow Green Triangle	<ul style="list-style-type: none"> <li>• Allowed access to specific areas – no parking</li> </ul>



## 2.4. Pre and Post Event Traffic

Traffic associated with the build and de-rig of the event is of concern due to access and safety requirements, not necessarily due to the volume of traffic.

Until Sunday 7<sup>th</sup> August, there are two routes available for the organiser to allow traffic to access the site which have been authorised by the council and the police.

- Access to Purple Gate D from the west is legally allowed to turn right across the west bound A31 carriageway; there is a safe area in the central reservation for limited stacking whilst waiting to cross the carriageway.
- In an attempt to reduce the possibility of an accident as traffic turns into Purple Gate D, production route signage will direct all traffic to turn at the Alresford (Lady Croft Farm) Roundabout to make a left turn into Purple Gate D. This will be unenforceable as any measures taken to force people onto this route will impact local residents' routes as well.

From Monday 8<sup>th</sup> August, Purple Gate E will be available for entrance. The access routes remain the same, but the use of this gate allows for an increase in internal space on the site for stacking vehicles off the road.

Purple Squares will be used on routing passes and information so the gate letter is not required. Opening and closing gates will be less confusing for people following symbols rather than changing gate letter access points.

## 2.5. Traffic Cell

In order to ensure the safe and least impactful ingress and egress to BoomTown Fair, a Traffic Management Cell will be developed and include at least representatives from BoomTown, CTM, Winchester City Council Highways, Hampshire Highways, and Hampshire Constabulary. This cell will meet according to the table below.

Day	Time	Purpose
Thursday	0900	Ensure plans and contingencies are ready
Thursday	1800	Assess Inbound phase and "hot debrief"
Sunday	1200	Ensure egress plans and contingencies are ready
Monday	0800-1600	Relevant Authorities available for response to issues during Egress – Meetings as required

In the event of an incident this cell may be formed outside of these times to meet any demand.



### 3. Ingress Operations

#### 3.1. Disabled & Family Camping

People arriving who have arranged Disabled camping or Family camping in advance will be directed to use Gate K to access the site. A car park will be set up near South Gate (3A) to the east of the Gate K Road.

The numbers expected are about 30 Family vehicles and 20 Disabled vehicles. There is ample room on the grass to the east of the Green Gate K road to facilitate these numbers.

Disabled campers will be accredited at South Gate (3A). Some will be allowed to drive to their campsite area where their car will remain for the duration. Others will have parking outside the site, but close to the Gate. The Disabled Campsite Manager determines access which is communicated to CTM and GES Security.

#### 3.2. Campervans

Campervans are allocated a separate area within the event to the east of Green Gate K and on the ridge south of the Moto-X course. *See 1.2 Major Changes for location*

Gate K will be identified with a Green Triangle. This will be used on all passes/communications to simplify routing and signage.

#### 3.3. Rail and Ride

The organisers have situated a dedicated public transport hub within Green Gate (K) to allow rail and ride shuttles to benefit from a separate pedestrian entrance and a dedicated route to/from Winchester train station. The route used will be the same as in previous years; shuttle busses will get priority over gate G/H and other Gate K users by employing traffic lights and CSAS personnel.

SouthWest Trains have been contacted regarding the proposed increase in numbers and are consulted on any impact BTF will have on their operations. At present they are happy with the proposed increase; communication will continue as plans are confirmed

Shuttle use has increased from around 2,000 each way in 2014 to around 3,500 each way in 2015 through improved service provision. It is hoped that this will increase further in 2016 to around 4,200 each way.

The 2015 timetable is below – it is TBC for 2016. More busses will be required for Monday egress than was planned for in 2015 due to the popularity of the service.

##### 3.3.1. Wednesday

Time	1200 – 1900
On the Hour	1
30	1

No. of double decker buses at times past the hour throughout the day on Wednesday departing the train station



### 3.3.2. Thursday

The times past the hour are based on meeting the London trains throughout the day.

Time	0700 – 0900	0900 – 1700	1700 – 2000	2000 – 2200
05 past the hour	1	2	1	1 (XX:10)
20	1	2	1	-
35	1	2	1	1 (XX:30)
50	1	2	1	1 (XX:50)

No. of double decker buses at times past the hour throughout the day on Thursday departing the train station

### 3.3.3. Friday

Time	0800 – 2000
On the Hour	1
20	1
40	1

No. of double decker buses at times past the hour throughout the day on Friday departing the train station

### 3.3.4. Saturday

Time	0900 - 1700
On the Hour	1
30	1

No. of double decker buses at times past the hour throughout the day on Saturday departing the train station

### 3.3.5. Sunday

Time	0900 - 2000
On the Hour	1
30	1

No. of double decker buses at times past the hour throughout the day on Sunday departing the train station

### 3.3.6. Monday

Time	0700 – 0900	0900 – 1830
05 past the hour	1	2
20	1	2
35	1	2
50	1	2

No. of double decker buses at times past the hour throughout the day on Monday departing the Festival



### 3.4. Coach Travel

In 2015, National Express took control of the coach travel available to ticket holders travelling to the site from around the country.

Due to their efficient operation, they increased the number of people travelling by coach whilst retaining a similar number of coach movements as was used in 2014.

In 2016, the aim is for up to 156 coaches to move 7,500 passengers to and from site.

The number used in the calculations in this plan will be for 105 coaches and 5,000 passengers to be serviced through natural sales, with an additional 51 coaches selling 2,500 tickets as part of a package. The organisers have committed to servicing 15% of the attending public by coach, so the natural/forced sales ratio may change but the total will be 7,500. The coach park operation will be built and organised to process the number sold, which will be known closer to the event.

Coaches will access the site via Green Gate K and drop and collect in the hard standing area known as the paddock (named for the Moto X championships). Passengers will be directed to the pedestrian entrance adjacent – East Gate (5A).

### 3.5. Motorbikes

The event attracts very few motorbikes - about 5 motorbikes have been catered for each year. A small unsecure area will be created in the paddock for them to park on hardstanding.

### 3.6. Production, Crew & Artists

Arrivals will be spread over several days before the event, with a peak expected on Wednesday.

Access is through Purple Gate D until Sunday 7<sup>th</sup> August to a separate parking area and pedestrian entrance – Crew Gate (1A)

From Monday 8<sup>th</sup> August, Purple Gate E will process these vehicles and they will be directed via an internal road to the parking area.

### 3.7. Volunteers

Arrivals will mainly be on Wednesday with a few arriving on Thursday. Access is through Green Gate K to a parking area that is to the east of the Disabled/Family parking areas. Pedestrian access will be through South Gate (3A).



### 3.8. Pick Up/ Drop Off and Taxi Operation

These operations are signed to enter the site through Green Gate K. On entering Green Gate K, taxis and public drop offs will be directed straight on to an area near East Gate (5A), prior to the paddock, to drop off. Exiting traffic will go out of Green Gate K.

Taxis will also be allowed access through Purple Gates D/E to allow artists and guests to be dropped at their box office.



#### **4. Ingress Routes**

*Please see Appendix for maps of all routes*

Although there is limited impact in the local area from traffic accessing the site, it is hoped that by identifying alternative routes towards the site, traffic can be split on the egress to alleviate queuing in the local area.

It is recognised that neither the organisers nor the authorities can force people to use the suggested routes listed below, however they should be well advertised with all media outlets to educate the attendees that they need not blindly follow their Sat Navs.

##### **4.1. Public North**

Public from the North will use the A34 towards the M3 at Junction 9. From here they will follow the A31, via the Spitfire roundabout, towards Percy Hobbs Roundabout.

For the North Car Park, they will continue on the A31 towards Alton. The gaps in the A31 will be closed, so traffic will need to U-Turn at the Alresford (Lady Croft Farm) roundabout to access the site through Pink Gate A or Pink Gate B.

For the West Car Park, they will U-Turn at the Percy Hobbs Roundabout to access the A272 towards Petersfield. They then access the car park through Blue Gate G in dry weather or Blue Gate H in wet weather. This will be assessed and prepared as appropriate in advance of the event. The signage with blue circle symbols on will direct to the appropriate gate.

##### **4.2. Public from the London Area**

Public from the M25 and London area will be directed to use the M3 South towards Winchester.

From the M3 they can be directed to use the A339 at Junction 6 to access the A31 westbound and on towards the site.

For the North Car Park, traffic stays on the A31 to Pink Gate A or Pink Gate B.

For the West Car Park, traffic will be directed south on the A32 to join the A272 towards site and in through Blue Gate G in dry weather or Blue Gate H in wet weather. This will be assessed and prepared as appropriate in advance of the event. The signage with blue circle symbols on will direct to the appropriate gate.

##### **4.3. Public from the Southampton area**

Public from the Southampton area will approach the site from the M3 Junction 10. From here they will join the traffic from the North at the Spitfire roundabout.



#### 4.4. Public from the South West

Public from the southwest will be directed to use the A303 and will then take the A36 past Salisbury to join the M27 and join the traffic approaching from the Southampton area.

#### 4.5. Public Drop off and Collection

Drop off and collection will occur within Green Gate K. Traffic from Winchester, Alton and Alresford will head towards the site along the A31. Signage will direct them to Green Gate K from the Percy Hobbs roundabout up the A272. For traffic on the westbound A31 (prior to Fourmarks), signage will direct them to use the A32 and on to the A272 to access Green Gate K from the east.

#### 4.6. Access Routes for Coaches and Campervans

Coaches will be given the same routing information as Campervan traffic to access Green Gate K.

Vehicles from the M3 Junction 11 will be signed through Twyford, left onto Hazeley Road and right through Morestead.

Vehicles from the South will be signed to take the A31 at Junction 10 off the M3. They will then be directed onto Morestead Road towards Morestead.

From Morestead, all vehicles will head south to Longwood Road which takes them to the A272 and on to Green Gate K. Inside the site, the Coaches will drop off at the paddock and leave via the A272 towards the A31. Or they can follow the A272 east to go to the A32 – A31 – A3. They will be told not to use the routes back through Morestead.

For passenger collection on Monday, coaches will be told to access the site via the A31 from Junction 9 off the M3. From the Percy Hobbs Roundabout, they will follow the A272 to Green Gate K.

The plan is to use a one-way flow to de-conflict departing and arriving coaches from the public car and campervan traffic.

#### 4.7. Rail and Ride Shuttle Buses

Dependant on traffic flows in the area, the rail and ride shuttles have the option of using 2 routes.

Rail and Ride shuttles will use the B3404 to the A272 and Green Gate K. The return route is the same.

In addition, permission has been granted for the use of the route through Twyford as described above for Coaches & Campervans – this will not be used except in emergency – e.g. an accident on the A272.





#### 4.8. Emergency Services Access Routes

Access to the site is available through any gate if required.

RV Points for emergency service vehicles are:

- RVP1 – Pink Gate B on the A31
- RVP2 – Green Gate K on the A272

Event Control will despatch a runner to either location in the event of an incident to meet the on-coming crews with further information about the incident.

#### 4.9. Pedestrian Routes

There are no official pedestrian routes to site.

There are walking routes linking the area near the site to Winchester which have been used by people in the past. In 2014, a survey of those people was completed by BoomTown Fair volunteers on the B3404. It was found that people choosing to walk along the A31 and A272 were not ticket holders for the event.

A route from the B3404 will be signed for pedestrians to access the site through Purple Gate E. This gate is on the A31 and requires crossing the A31 so motorists will have warning signs on approach of pedestrians in road. It is the most obvious and desirable route for pedestrians to use whilst minimising the distance they need to walk along busy roads. The crossing point will be signed reasonably close to the roundabout as traffic speeds will be lower there, but not so close as to risk shunt accidents.

The roundabout benefits from street lighting which reduces the risk for the crossing point.

To discourage ticket holders from walking to site, the shuttle bus will pickup FOC on the B3404.

**Any persons choosing to walk to the site do so at their own risk. The organisers have done as much as practicable to reduce the risk and numbers of pedestrian involved, but take no responsibility for those choosing to ignore safer options of travel.**



#### 4.10. Local Access Routes

During the event, for safety reasons, the gaps in the central reservation separating the eastbound and westbound carriageways are closed to prevent crossing or u-turning when the event is on.

The gap closures affect residents in the local area as their trip to or from Winchester is increased in distance and duration.

The diversion for a round trip to Winchester from Gate D is approximately 6.2 miles and 8 min in normal traffic.

This is implemented in accordance with recommendations from Hampshire Constabulary and Winchester City Council.

##### 4.10.1. Oil Tankers

Tankers collecting the oil from Matterley Estate are expected to use Green Gate K during the event. This will be agreed with the local highways team due to the hazardous nature of the material being carried.



## 5. Egress Operation

The traffic cell is scheduled to meet at midday on Sunday to confirm readiness for egress operations on Monday.

The traffic cell is to be "on-call" from 0800 to 1600 on Monday to form if required.

### 5.1. Egress Routes during Peak Ingress

For the northern side of the event site, Gate C is the dedicated exit for all traffic; this gate feeds into lane 1 on the westbound carriageway of the A31. Purple Gate D is also an option when Purple Gate E is inbound.

For the southern side of the event site, Green Gate K can be used as an exit, with traffic able to access the A272 and on to the A31.

For the west car park, Blue Gate H may be used as an exit if Blue Gate G is too busy to send traffic out. This should only be for people who have entered that car park incorrectly.

### 5.2. Post Event Egress Routes

Gate C and Green Gate K will remain the main egress gates for the duration of the event for the north and south sides of the event site with the addition of Gate G for the west for 2016.

All public transport and public collections for the egress will access the site through Green Gate K; there should be no traffic accessing the site through Gates A or B.

Pink Gate A will be used as an exit by crossing traffic onto the eastbound carriageway lane 2. To safely perform this manoeuvre, some significant traffic management is required as well as CSAS Accredited staff to monitor and back up the operation.

Traffic leaving through Green Gate K will be allowed to turn left or right until approximately 0930 when the rush hour for Twyford and Morestead has passed, but before the main public car parks are at maximum egress. After this time, all exiting traffic – excluding taxis and Rail & Ride – will be turned left out of the gate. From here the campervans and coaches can leave on their inbound routes. Public pickups, volunteers and traders will need to follow Exit signage.

Traffic leaving Blue Gate G will be allowed to turn left or right until approximately 0930 when the rush hour for Twyford and Morestead has passed, but before the main public car parks are at maximum egress. After this time, all exiting traffic will be turned left out of the gate. Tickets purchased for this car park will clearly state that access to the M3 will not be possible on egress. This information is clearly displayed on the website when the ticket is purchase.

*Please see 17.4 for possible TM configuration*

### 5.2.1. Gate A Egress

Traffic management equipment and speed limits will be prepared from 0500 on Monday. They should not be instigated until 0915 so as not to impact the rush hour traffic period. Some may be put on early, if required by prevailing traffic conditions, but only with agreement from the relevant authorities; WCC & HC

The use of Pink Gate A as an exit will be from 0930 so that rush hour traffic is not impacted.

Vehicles will leave out of Pink Gate A, cross the westbound A31 and use lane 2 of the eastbound A31 to get up to speed. Safety will be managed with speed limits, traffic lights and cone patterns.

Traffic will reach the Alresford (Lady Croft Farm) Roundabout. A U-Turn will be prevented by coning off the island; forcing traffic further away on the eastbound A31. A U-Turn is possible at Ropley Roundabout for those that need it.

This plan will impact local traffic and traffic wanting to reach Winchester on the A31 from Alresford. Advance Warning signage and a diversion route along the B3047 will be implemented to reduce disruption. The closure equipment should be manned for emergency purposes and to allow local bus services through.

### 5.2.2. Spitfire Roundabout

Traffic reaching Spitfire roundabout will be encouraged to use the M3 Junction 10 to reach the A34 and M3 north – by turning around at Junction 11. This will be done using signage and information. At peak times, the outside lane of the approach will be coned off to allow safe control of vehicles at the roundabout.



If traffic ignores the signage, then CSAS accredited personnel will force vehicles onto the diversion route to alleviate the inevitable queues leading towards the Junction 9 roundabout.

Increased signage on the diversion route to Junction 10 should help educate drivers about the route they should use.



### 5.2.3.Green Gate K and Blue Gate G

Traffic will be allowed to leave the site to the west (A31) and east (Petersfield) until 0930. This is because 2 of the exit routes are signed through Twyford and along Morestead Road, and it is hoped that rush hour traffic will have cleared by this time.

After 0930, exiting vehicles will be forced to turn left (east) out of the gate to take them away from the public traffic leaving Gate C on the A31. Rail & Ride shuttles and taxis will be exempt from this as they will be using the B3404 to return to Winchester and will be crossing the public traffic, not joining it.

All other vehicles will be directed to follow the A272/A32 route, the Morestead or the Twyford Route away from site.

From previous experience, the Twyford route has been underused, but this will continue to be monitored by staff by the Post Office.

If vehicles exiting Blue Gate G impact the return time for shuttle buses or the exit speed of coaches at Green Gate K, then their egress speed will be metered by increasing their "red time" on the exit point traffic lights.



## 6. Ticket Accreditation and Sales

There will be limited checks of passes and tickets on access to the site to reduce traffic delays and mitigate the possibility of queues in the surrounding areas.

As part of the revenue protection, security and access control for the event, some checks must be carried out whilst people are with their vehicles.

The following table shows which checks take place, where they take place, and whether they are carried out in a vehicle or on foot.

Group/Mode	Check	Where	In Vehicle or On Foot
Coaches	Vehicles Passes	None Required	N/A
Coach Passengers	Entrance tickets	Issued or Checked aboard coach	Both
Rail and Ride	Vehicle Passes	None Required	N/A
Rail and Ride	Entrance Tickets	At East Gate( 5A) Pedestrian Entrance	Foot
Campervans & Occupants	Vehicle and Occupant tickets	At Campervan Gate Vehicle Entrance	Vehicle
Taxis/Drop Offs	Vehicle Passes	None Required	N/A
Taxis/Drop Offs	Entrance Tickets	At East Gate( 5A) Pedestrian Entrance	Foot
Disabled/Family	Vehicle Passes	At Gate 3 Vehicle Entrance	Vehicle
Disabled/Family	Entrance Tickets	At South Gate (3A) Pedestrian Entrance	Foot
Public Cars North	Car Parking Pass	At Pink Gate B Check Lanes before parking	Vehicle
Public Cars West	Car Parking Pass	At Blue Gate G Check Lanes before parking	Vehicle
Public Pedestrians	Entrance Tickets	At Pedestrian Entrance(s)	Foot
Volunteers	Car Parking Pass	At Green Gate K	Vehicle
Volunteers	Crew Wristbands	At South Gate (3A) Pedestrian Entrance	Foot
Production, Crew & Artists (Purple Gate) Prior to Monday 8 <sup>th</sup> August	Vehicle and Occupant tickets/Wristbands	Gate D accreditation cabin prior to site access or parking as appropriate	Vehicle
Production, Crew & Artists (Purple Gate) From to Monday 8 <sup>th</sup> August	Vehicle Pass	Gate E accreditation cabin prior to site access or parking as appropriate	Vehicle
Production, Crew & Artists (Purple Gate) From Monday 8 <sup>th</sup> August	Wristbands	Gate D accreditation cabin prior to site access or after parking; as appropriate	Vehicle/Foot



## 7. Pedestrian Safety and Access

### 7.1. Pedestrian Routes On Site

Within the Venue, between the car parks and the Arena/Site, all pedestrian and vehicle routes will, where possible, not mix or cross. If this is not possible controlled crossing points will be put in place to make sure that pedestrians and vehicles can cross safely.

Identified crossing points include

- From the bus/coach station to site – crossing Green Gate K roadway from the paddock to site – Gate 5A.
- From the Drop Off point to site – crossing Green Gate K roadway near Gate 5A
  - **These first 2 crossing points should be eliminated by a new pedestrian bridge over the Gate K road in to the Lions Den Campsite**
- From the Volunteer, Disabled and Family car park to site – crossing the Green Gate K Road near Gate 3/3A
- From Purple Gate D/E car park to site – crossing road running from Gate D to Gate 1A
- From the public car park to site – crossing the dairy farm road toward Gate 7A

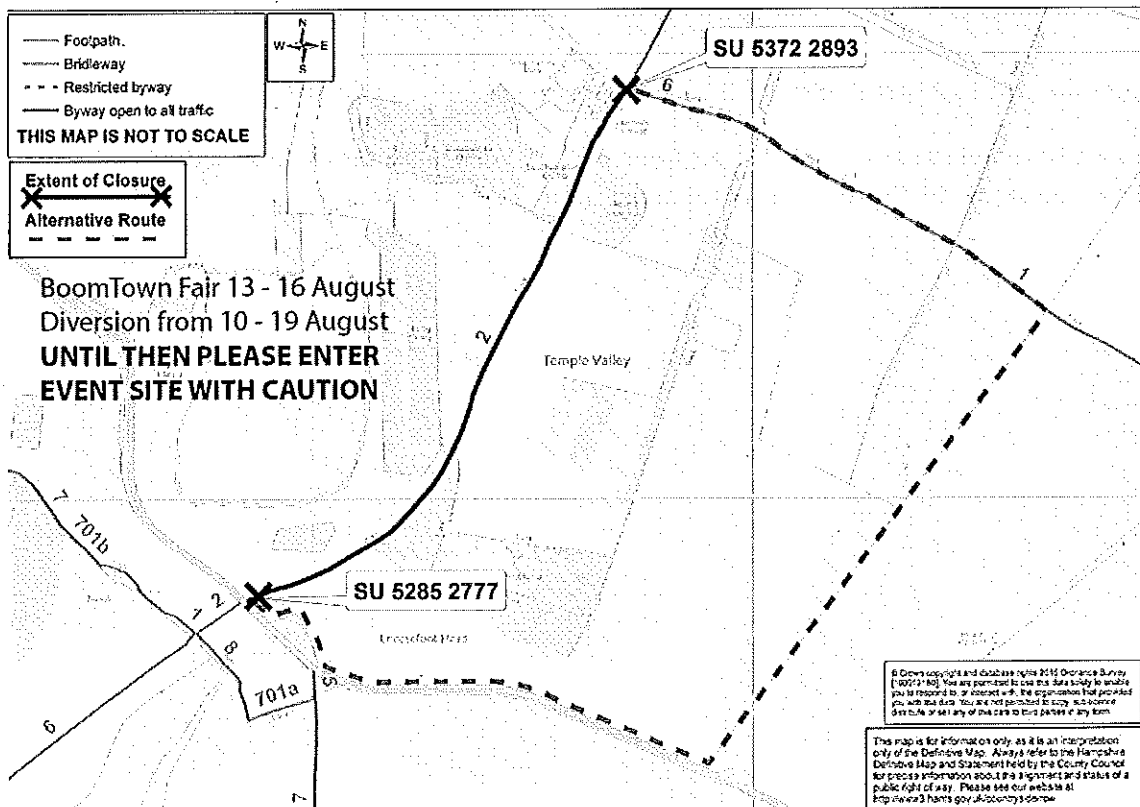


## 7.2. Footpath Closures Required

There will be a diversion for this Festival as the boundary fence crosses the South Downs National Way. The organisers will be applying for an official diversion and will sign the route. Advisory notices regarding vehicular activity and the footpath diversion should be erected in advance of the closure by the organisers.

The South Downs National Way diversion near Green Gate K follows the boundary of the field around to the east and north. Due to the location of the new and extended campervan area to the east of the Green Gate K Road, care must be taken to ensure that a well signed, protected and safe route is available along the diversion route.

The plan below shows the diversion plan from 2015. The dates for the diversion for 2016 will be from 8<sup>th</sup> to the 17<sup>th</sup> August. The routes will remain the same.







### 7.3. Pedestrian Access to the Event Site

There are multiple pedestrian accesses to the site which are available to different categories of people at different times.

Gate	Access for	Advertised Operational Days and Times
Crew Gate (1A)	Gate D/G Production, Crew & Artists	Daily 0800 – 2200 Prior to 8 <sup>th</sup> August Gate 1 will be used.
West Gate (2A)	General Public	Thursday – Monday 1200 – 2200 Thursday 1000 – 2200 Friday – Sunday
South Gate (3A)	Volunteers, Family, & Disabled	Wednesday & Thursday 1200-2200 Friday – Monday 1000 – 2200
East Gate (5A)	Coaches, Rail & Ride Passengers, Taxis, Public Drop & Collect	Wednesday & Thursday 1200-2200 Friday – Monday 1000 – 2200
Hilltop Crew Gate (6A)	Staff parking outside but camping in Hill Top staff campsite	TBC
North Gate (7A)	General Public	Thursday – Monday 1200 – 2200 Thursday 1000 – 2200 Friday – Sunday

*Outside of these times, but during the event weekend, these gates are for exit only.*

West Gate (2A), East Gate (5A) & North Gate (7A) may open early on Thursday to alleviate queues.

This will be coordinated by BTF, GES, H&S, Event Control, Volunteers, CTM, and any other parties who are involved with the readiness of the arena and gates.



## 8. Car Parking Operation

### 8.1. Description of Areas and Access

There are several parking areas outside the event fence line which will be used for parking vehicles.

See Appendix 17.2 for plans of the parking areas

Location	Access / Contingency	Capacity
Purple Gate D/E Crew Parking	Purple Gate D & Gate E	3,000 +
North Public Parking - Turnpike	Pink Gate B / Gate A	6,500
Authorities Parking	Pink Gate B / Gate A	100 (as required)
North Overflow Public	Pink Gate A / Gate B	2,400 in Authorities field
Volunteer/Other Parking	Green Gate K	750
West Public Parking	Blue Gate G	2,000
Campervans	Green Gate K	1,400

### 8.2. Car Park Capacities

The following Car Park areas have been measured using <http://www.freemaptools.com/area-calculator.htm>

This table shows how the capacities of each car park has been calculated.

150 Cars per Acres has been used as a conservative measure of car parking capacities which would be accurate in the event of inclement weather. In good dry weather, a higher density is achievable of around 180 Cars per Acre.

Car Park	Area	Density	Capacity	Notes
Campervans	100,000 m <sup>2</sup>	57 m <sup>2</sup> per pitch (9.5m x 6m) including fire lanes. Half of each fire lane is added to the length of each pitch. 7m pitch + 2.5m fire lane x 6m wide	1,750 – 350 for roadways and contingency = 1400	
Authorities & Public Overflow	16 Acres	150 Cars per Acre	2,400	
North Public Car Park	41.6 Acres	150 Cars per Acre	6,240 including some contingency	Measured area allows for a second roadway adjacent to internal road
West Public Car Park	20 Acres	150 Cars per Acre	2,000+	15 Acres will be grass, the surrounding land will be stubble
Gate D Part 1	7.2 Acres	150 Cars Per Acre	1,080	Measured area allows for accreditation area
Gate D Part 2	8.4 Acres	150 Cars Per Acre	1,260	Area can be extended west and south as required to increase capacity
Family/Disabled, Volunteers	4.5 Acre	150 Cars Per Acre	675	



Area	Bad Weather	Good Weather (+20%)	Required
Production, Crew & Artists	2,340 (can be bigger)	2,800 (can be bigger)	2,000 <sup>1</sup>
Public	10,190	12,220	8,769
Family/Disabled, Volunteers	675	810	550
Campervans	1,400	1,500	1,400

<sup>1</sup> Many production vehicles park inside the fence, so the car park required is less than the total production cars on site.

### 8.3. Parking Plan

All gates and parking areas will be open concurrently to allow for the maximum flow of traffic off the road network into the site.

In the North car park, public may be directed to the Authorities & Public overflow area at various times if there are unforeseen queues.

In the North car park, cars will be parked further away from the entrance to start with due to the site layout and pedestrian queues – as was the case in previous years.

In the West car park, cars should be parked from the public entrance back, but this may change in adverse weather due to the gradient of the terrain.



## 9. Emergency Services

### 9.1. Police

At present there have been various notes from the police regarding the operation, asking the organisers to keep the following areas of concern in mind when developing plans.

- Pedestrian Drop & Collect on the A31
  - The Drop & Collect area used in Green Gate K has been very successful at alleviating drop offs on the A31, but all parties to remain vigilant of this occurring.
- Gap Closures on the A31
  - The police and council require the gaps along the A31 to be closed. Local residents would like them open if possible to reduce travel time to and from Winchester. The gaps will remain closed by request from Hampshire Highways and Constabulary.

There are no new measures required for 2016, although every effort will be made to reduce the queuing during the egress on Monday.

In addition, vigilance of vehicles U-Turning on the A31 eastbound around Ropley Roundabout and on the A272 eastbound across the carriageway is of paramount importance on the Monday egress. Vehicles are forced out of the site in directions they do not want to travel so some drivers choose to turn around.

### 9.2. Fire

No comments received at this stage

### 9.3. Medical

No comments received at this stage

### 9.4. Access Routes

In the event of an emergency, any gate may be used and this will be communicated through the Event Control.

RVP points are at Pink Gate B and Green Gate K.



## 10. Communications

### 10.1. Public

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

- Event website – directions, arrival times, routes to avoid, options for travel, details of where to pick up route signage from, exit routes and delay information from previous years.
- Information with tickets – should be sent out with simple route maps and preferred routes for arrivals. Information should include advice on sat nav use; follow signs not sat navs.
- Egress information and routes will also be disseminated through as many channels as possible. This will include the onsite information points, the campsite hubs and at the car share scheme locations.
- Improved exit route signage and “follow signs not sat navs” signs will be implemented to try to inform people of the best route to follow to mitigate queuing.
- There is a possibility that there will be VMS signs available within the site near the pedestrian exits to communicate routing and queue information to people as they leave the site. - TBC

### 10.2. Local Residents and Communities

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

- On the event web site so that residents can keep in touch with plans for what restrictions will be in place.
- Through local parish and resident group councils and committees, via meetings with the organisers and through publications where appropriate. BoomTown Fair has confirmed that they will be hosting a series of meetings with the local parish council where traffic concerns will be specifically discussed. The majority of these meetings have now taken place. The residents have been able to input into the TMP, and although not all issues have been resolved to everyone’s liking, there is an understanding as to why certain measures and plans are being put into place.
- TTROs will be advertised either on council web sites or in the press. Advance warning signs will also form part of the signage schedule.
- 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 two weeks prior to the event.
- A Public Information leaflet will be circulated no later than one week prior to the event. This will be sent to people in the database collated by the Community Liaison Officer. It will also be available on the Winchester City Council and BoomTown Fair website. Some local leaflet drops may also take place.



### 10.3. Event Planning with Relevant Parties

This plan is open for discussion and evolution through input from any relevant parties. Consultation and debrief of 2015 has taken place with local residents and all other interested parties, and their concerns have been considered whilst compiling this plan.

Local residents have not been made aware of the proposed increase to the license number for 2016 at this stage.

Future versions of this plan are to be circulated, discussed and agreed through the Traffic Sub Group and SAG process.

Liaison with the coach and bus companies has begun.

### 10.4. Event Control

An Event control/production office will be set up by the organisers and the parking and traffic teams will be co-ordinated using mobile phones and radio communication. In the case of an incident the traffic and parking teams will be available to assist both the organisers and the Police.

CTM will have a person in the control room on Thursday/Friday and Monday to coordinate any issues with the event, police, security and any other interested parties.



## **11. Lighting**

### **11.1. Car Parks**

Car parks will be lit using tower lights

### **11.2. Access Points**

All access point should be lit with festoon lighting, arc lights or tower lights as appropriate.

### **11.3. Pedestrian Routes**

As Above



## **12. Maintaining Routes To and From Site**

### **12.1. Vehicle Recovery and Tow Away**

External tow-away facilities are to be agreed between Hampshire Police and Winchester City Council.

Internally, the Organisers, in consultation with the Landowner, will provide sufficient tractors, or other appropriate vehicles, for use should land conditions deteriorate; especially in the car parks.

Tractors will only be used as a last resort due to the increased wear on the ground in the parking areas caused by towing vehicles.

### **12.2. Road Cleaning**

CTM to arrange, with the Organisers, an approved contractor to clear roads of mud should this become necessary. Provision to be arranged either for an on-call facility or, if weather conditions dictate, a permanent on-site facility.

The organiser will have a road sweeper permanently on site if the weather conditions leading up to the event are such that the relevant authorities consider it necessary.

In 2015, Quattro were successfully used and it is envisaged that they will be the provider for future years.





## 13. Traffic Management

### 13.1. Local Highways

Consultation with HCC Highways and WCC Highways has taken place as part of the process of developing this Transport Management Plan. This will also ensure no unexpected highways maintenance works affects traffic arriving at, or departing, the event.

### 13.2. Highways England

The Highways Agency have been contacted regarding the M3 Junction 9.

There have been no comments at the time of writing.

### 13.3. VMS

For 2014 VMS were used for 3 purposes

- Directional information for inbound traffic
- Safety information during the event
- Traffic diversion away from the Spitfire link on egress

It is proposed that 5 VMS' are used in the following locations

- Prior to Orr's Meadow on the westbound A31
  - Information on the A31, e.g. Pink Gate B, Exiting traffic, pedestrians in road, expect delays, Get In Lane
- Prior to the Percy Hobbs Roundabout on the eastbound A31
  - Information on A31/A272, e.g. Drop & Collect use Green Gate, Pedestrians in road, expect delays
- Inside/Outside Green Gate K depending on traffic flow
  - Internal traffic direction, egress routes
- Spitfire Roundabout
  - Egress Information, use J10 to avoid queues
  - This VMS will also be placed at the Avington X-Roads for ingress and weekend warning of pedestrians in road for A31 Eastbound
- Alresford (Lady Croft Farm) Roundabout
  - Egress Information, no U-turns, Follow A31.

There is a proposal to use some VMS signs within the event site to help direct and inform pedestrians. There is a possibility that these could be moved and used for Monday to inform pedestrians of queues, directions of travel and not to use Sat Navs as they leave the site.

Potential positions would be at West Gate (2A), South Gate (3A) and North Gate (7A)



## 13.4. Civilian staff, Speed Limits and TTROs

### 13.4.1. Overview

Hampshire Constabulary and Highways have advised that a Temporary TRO may need to be applied for to cover the below plans which would supersede the PTRO under which the event has run in the past.

When this is confirmed, the plan will remain as below, but it will be operated under a different piece of legislation.

There is a Permanent TRO for the A31 for events at the bowl and it will be implemented for the speed reduction to 40mph and the placement of cones to divide the carriageway on the west bound side of the A31 from 400 m prior to Gate B to 50 metres after Gate E.

Under the current TRO, there is a banned right turn from the A272 onto the A31 eastbound for all traffic. To allow public transport easier access from Green Gate K back to Winchester, and to allow local residents to avoid the Spitfire Link, this will be removed from the plan and the right turn will be available. To allow safe use of this turn, the eastbound Spitfire link will be maintained to 1 lane from where it currently becomes dual carriageway. This will allow a free flow onto the eastbound A31 from the central reservation from the A272. To protect the cones from movement and reduce the risk of an accident, the speed along the A31 between the Spitfire Roundabout and Percy Hobbs Roundabout will be reduce to 40 mph. These measures will be put in place at the same time as the A31 outside the site has the speed limit in place, i.e. 0500 Thursday to 1700 Monday.

A 40 mph speed limit will be in force on the A272 from east of the junction of Longwood Road with the A272 to the A31 in both directions.

For the safety of any pedestrians on the A31, the eastbound carriageway will be limited to 40 mph from Percy Hobbs Roundabout to the Itchen Abbas turn opposite Gate C from 0500 Thursday to 1700 Monday.

To allow the Traffic Management to be deployed and maintained safely, and to reduce the risk of accidents, the A31 eastbound will be reduced to a 40mph speed limit overnight on Sunday, for the Monday egress. This speed limit will be in place for the egress flow out of Gate A and will be as long in distance as is required by law, and as short as possible to reduce inconvenience.

To enable the parking outside the post office in Twyford to be retained, it has been deemed necessary to manage the traffic around the parked cars and through the traffic light junction. For this purpose, 2 Chapter 8 accredited traffic marshals will be located here on Thursday and Monday with Stop/Go boards to dynamically control the traffic and ensure gridlock is avoided.

To prevent egress traffic U-turning at Alresford (Lady Croft Farm) Roundabout, a cone pattern will be placed across the roundabout. This will force traffic to follow the A31 east. It will also impede emergency access and access out of Alresford. A Chapter 8 accredited marshal will be located here on Monday to move equipment if required.



#### 13.4.2. Accredited Civilian Traffic Officers

To operate some permutations in this plan, it may be required to place CSAS (Community Safety Accreditation Scheme) accredited staff on the A31 to help control traffic flows during egress.

If this is required, it will only be done with the permission of Winchester City Council and the Police, where a safe Traffic Management layout has been devised and as a back up to temporary Traffic Management Measures – e.g. Temporary Traffic Lights or sterile traffic lanes.

#### Ingress Positions (Thursday/Friday)

Position	Brief
Gate A	Direct public traffic into Pink Gate A if required, monitor queue into Pink Gate B
Gate G	Direct public traffic into Blue Gate G if required, monitor queue on A272 and A31
Gate K	Facilitate turns into and out of Green Gate K
Roaming Bike	Monitor traffic conditions around the site and at major junctions, report to Traffic Manager / Traffic Cell.

#### Egress Positions (Sunday/Monday)

Position	Brief
Supervisor	Supervise staff, liaise with ELT and car parking operations
Gate A	Direct public traffic out of Pink Gate A across the A31
Gate C	Direct traffic out of Gate C and monitor A31
Gate G	Direct public traffic out of Blue Gate G onto the A272 eastbound
Gate K	Facilitate turns into and out of Green Gate K
A31/A272 Junction	Ensure Shuttle Busses can cross the A31 to access Winchester
Spitfire Roundabout	Monitor exiting traffic, redirect if required
Roaming Bike	Monitor traffic conditions around the site and at major junctions, report to supervisor

#### 13.4.3. Road Closures

The Permanent TRO on the A31 requires the crossing points for the length of the A31 to be closed when the speed limit is enforced. For this event the timings are from 0500 on Thursday – 1700 Monday.

The closures along with the cone pattern separating the lanes of the westbound carriageway, and the cones restricting the A31 eastbound prior to the Percy Hobbs Roundabout to 1 lane should remain in place throughout the festival, being removed on Monday afternoon not later than 1700.

The closure of the Alresford (Lady Croft Farm) Roundabout turning lane will be put in place from 0930 Monday to no later than 1700.

Advisory Signs will be placed on the entrance for East Lane off Alresford Road stating “Road Closed Access Only”. These are to discourage users of the Lady Croft Farm Roundabout from using that very narrow lane leading to Ovington.

If this remains a problem, there is a Chapter 8 steward stationed at the roundabout who could monitor this road.

East Lane will not be Closed and therefor no TTRO will be applied for.



#### 13.4.4. Speed Restrictions

A31 westbound restricted to 40 mph from approximately Rodfield Lane to the Spitfire Roundabout – 0500 Thursday to 1700 Monday.

A31 eastbound restricted to 40 mph from the Spitfire Roundabout to Percy Hobbs Roundabout – 0500 Thursday to 1700 Monday.

A31 eastbound restricted to 40 mph from Percy Hobbs Roundabout to Itchen Abbas turn (Gate C) – 0500 Thursday to 1700 Monday.

A31 eastbound restricted to 40 mph outside Gate A (Orrs Meadow) for a limited distance from overnight on Sunday to Monday no later than 1700.

A272 restricted to 40 mph from Gate G to east of the junction of Longwood Road - 0500 Thursday to 1700 Monday.

#### 13.4.5. No Waiting Restrictions

No waiting restrictions are not required due to the Clearway order in operation on A31 and A272.

However, Cheesefoot Head Car Park must be shut for the duration of the event days. The car park closure has been reiterated by Hampshire Parks Authority in March 2014.



#### 13.4.6. Traffic Lights

Pink Gate A will be used as an exit onto the eastbound A31. The A31 would be reduced to one lane each way with temporary traffic lights controlling the westbound traffic flow, along with a CSAS accredited operative.

*Please see 17.4 for a diagram*

To facilitate the departure from Green Gate K, south bound on the A272 and then through Morestead and Twyford, traffic must use a cross roads at Longwood Road/Wheely Down Road. This junction is not busy, but would not cope with great numbers as the sight lines are restricted – reducing the speed of traffic getting through the junction.

To improve safety, and the speed & capacity of the junction, a 4-way set of lights is to be used on Monday.

A 3-way set of lights will be used on Green Gate K to facilitate right turning traffic into the gate. On egress, the lights will be used to ensure that public service vehicles have a speedy egress from the site – care must be taken during this operation not to cause queues on the A272.

In Twyford there is a permanent set of traffic lights by the Post Office. During the coach test in 2013, a plan was considered for the changing of the phasing for these lights. Under advisement of Hampshire Highways Signal team, it was decided to retain the current phasing in and to review the operation for future years. The route was under used in 2014, and will be monitored in 2015 by Chapter 8 Operatives.

A 3-way set of lights will be used on Blue Gate G or H to facilitate right turning traffic into the gate. On egress, the lights will be used to ensure the safety of vehicles leaving from the site – care must be taken during this operation not to cause queues on the A272. Priority will be given to the A272 even if queues build up within the site.

#### 13.5. Traffic Management and Cone Plans

APG will provide the statutory signage and Traffic Management equipment for the event. They are preparing the schedules of the proposed TM and the associated signage.

Cone plans are required on the A31 to divide the two westbound lanes for the inbound phase and on the exit phase. The cone plan is required from prior to Gate A to after gate E. Cone plans will also be required to show the lane restriction on the A31 eastbound prior to Percy Hobbs roundabout, outside Gate A (Orr's Meadow), around Alresford (Lady Croft Farm) roundabout and on Spitfire roundabout for egress. The cone plans need to include the closing of the A31 central reservations which is to be achieved with water filled barriers.

*Please see 17.4 for diagrams*



## **14. Signage Plan**

### **14.1. Route Signage**

The AA will prepare the first draft of the directional signage. That document should be sent along with this Plan to relevant parties.

The main changes from 2015 will be direction to Blue Gate G or H (weather dependant) for the West Car Park, increased Advance Warning signage further from the site, increased internal directional signage for onsite traffic and the exchange of wording to symbols on the directional signage.



## 15. Contingency Planning

### 15.1. Parking Areas

The parking area calculations listed in 8.2 *Car Park Capacities* have incorporated some contingency in density to allow for a degree of poor weather.

The areas identified in 2016 provide sufficient space for the vehicles expected.

There is a very large area of contingency parking within Purple Gate D/E and Green Gate K if any areas are lost or compromised.

In 2015, the site endured inclement weather during the weekend. Parking areas were not compromised, nor were access speed or queues affected.

### 15.2. Parking Access

The site benefits from a good internal road system and well draining parking areas.

A limited amount of temporary roadway will be used to access the West car park. This is to ensure that vehicles will be able to access the parking area from the top of the slope in we weather.

Access to the Campervan Gate needs to be considered at this stage. It may be a temporary surface or a new track.

### 15.3. Routes Outside the Site

The routes outside the site are all major routes being utilised by local traffic and through traffic.

In the event of an incident on one of these routes, it is expected that the police would be in attendance and would oversee the situation until normal operation can be resumed.

Where required, all possible aid will be given to the police to assist with redirection of traffic or closing roads – as happened in 2013 when the spitfire link was closed for a short period of time. CSAS operatives will be positioned on key junctions, at certain times, and can be of assistance in the event of an emergency and to aid information flows into Event Control.

Contingency route signage will be added to the signage plan to be deployed in the event that a route is lost. This would need to be generic signage with moveable arrows which could be deployed from the BoomTown Fair site.



## **16. Notes**

### **16.1. Health and Safety**

Brian Cleary

Managing Director - Sygma Safety & Events Ltd

Unit K Blois Meadow Business Centre

Steeple Bumpstead

Haverhill

CB9 7BN

Brian Cleary has had the opportunity to be involved in the development of the Transport Plan in previous years. He will be invited to make comments at the appropriate time.

There are no unexpected or outstanding concerns at this time.





## 16.2. Details of Contacts

### **BoomTown Fair**

Event Director - Chris Rutherford, [Chris@BoomTownFair.co.uk](mailto:Chris@BoomTownFair.co.uk)

Event Coordinator, Kerry Veitch, [Kerry@BoomTownFair.co.uk](mailto:Kerry@BoomTownFair.co.uk)

Operations Manager – Kate Hellon, [Kate@BoomTownFair.co.uk](mailto:Kate@BoomTownFair.co.uk)

Shuttle Bus Operations Manager – Duncan, [BoomBus@BoomTownFair.co.uk](mailto:BoomBus@BoomTownFair.co.uk)

Crew Accreditation Manager – Wolfy Ryan, [tickets@BoomTownFair.co.uk](mailto:tickets@BoomTownFair.co.uk)

### **Contractors**

Traffic Manager - Tom Ferris, [tom@CTM.uk.com](mailto:tom@CTM.uk.com)

AA Signs – Kieren Shadick, [kieren.shadick@theaa.com](mailto:kieren.shadick@theaa.com)

APG Traffic Management – Geoff Maxted, [geoff@apgtm.co.uk](mailto:geoff@apgtm.co.uk)

National Express – Dale Prime, [dale.prime@nationalexpress.com](mailto:dale.prime@nationalexpress.com)

### **Hampshire Constabulary**

Operational Planning – Justin Kinsley, [justin.kinsley@hampshire.pnn.police.uk](mailto:justin.kinsley@hampshire.pnn.police.uk)

Operations – Steve Wakeford, [Steve.wakeford@hampshire.pnn.police.uk](mailto:Steve.wakeford@hampshire.pnn.police.uk)

Consultant - Malcolm “Wolfie” Smith, [malcolm.smith@hampshire.pnn.police.uk](mailto:malcolm.smith@hampshire.pnn.police.uk)

### **Winchester City Council**

Traffic Engineer - Neville Crisp, [NCrisp@winchester.gov.uk](mailto:NCrisp@winchester.gov.uk)

### **Hampshire County Council**

Principal Traffic Engineer - Richard Sykes, [richard.sykes@hants.gov.uk](mailto:richard.sykes@hants.gov.uk)

### **Southwest Trains**

Winchester Station Manager - Bill Marshal, [BMarshal@swtrains.co.uk](mailto:BMarshal@swtrains.co.uk)

## 17. Appendices

### 17.1. Plans of Site

### 17.2. Measurements of Parking Areas

#### 17.2.1. Campervans



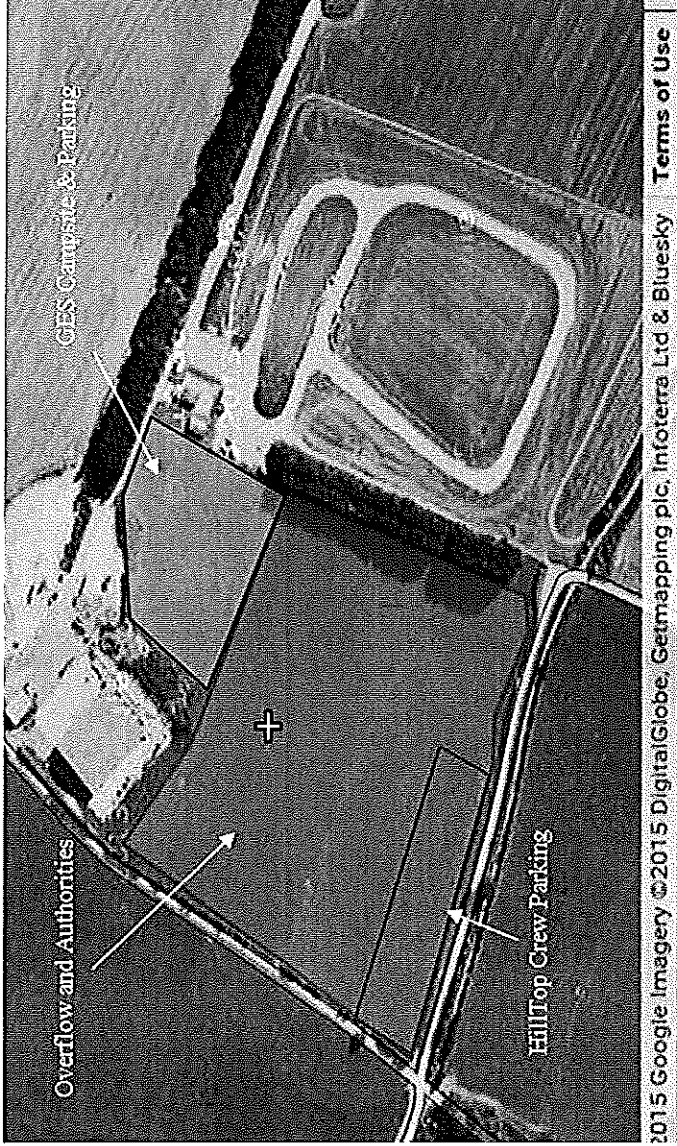
#### Area Output

101974.416 m<sup>2</sup>  
 0.102 km<sup>2</sup>  
 25.198 Acres  
 10.197 Hectares  
 1097643.485 Feet<sup>2</sup>

#### Perimeter Output

1363.445 m  
 1.363 Km

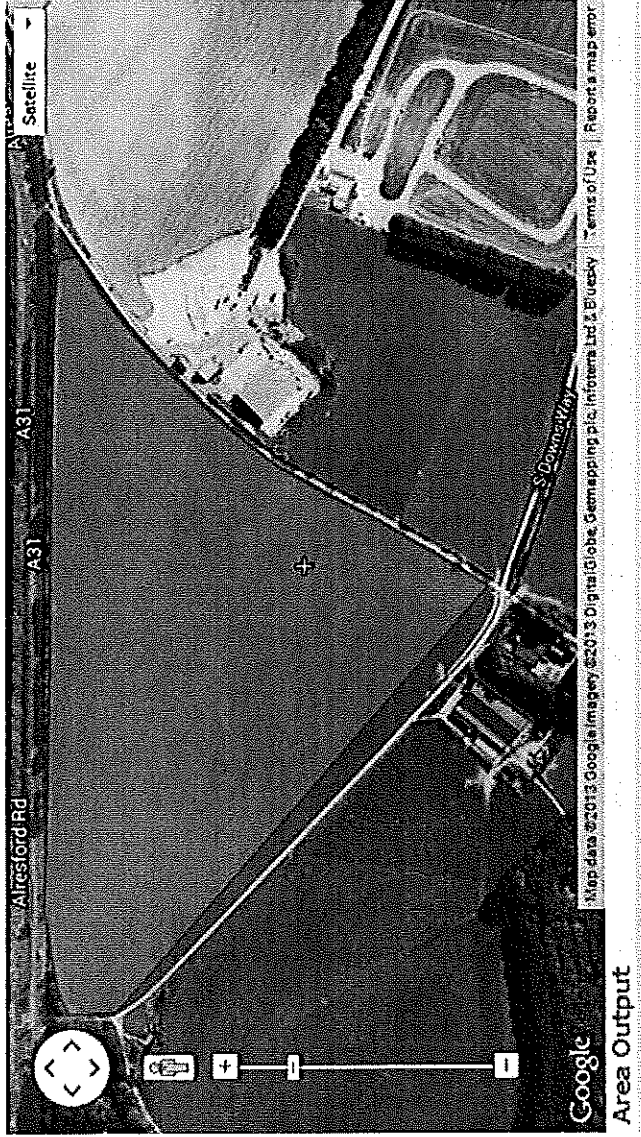
17.2.2. Authorities & Public Overflow



54277.476 m<sup>2</sup>



17.2.3. North Car Park



17.2.4. West Car Park

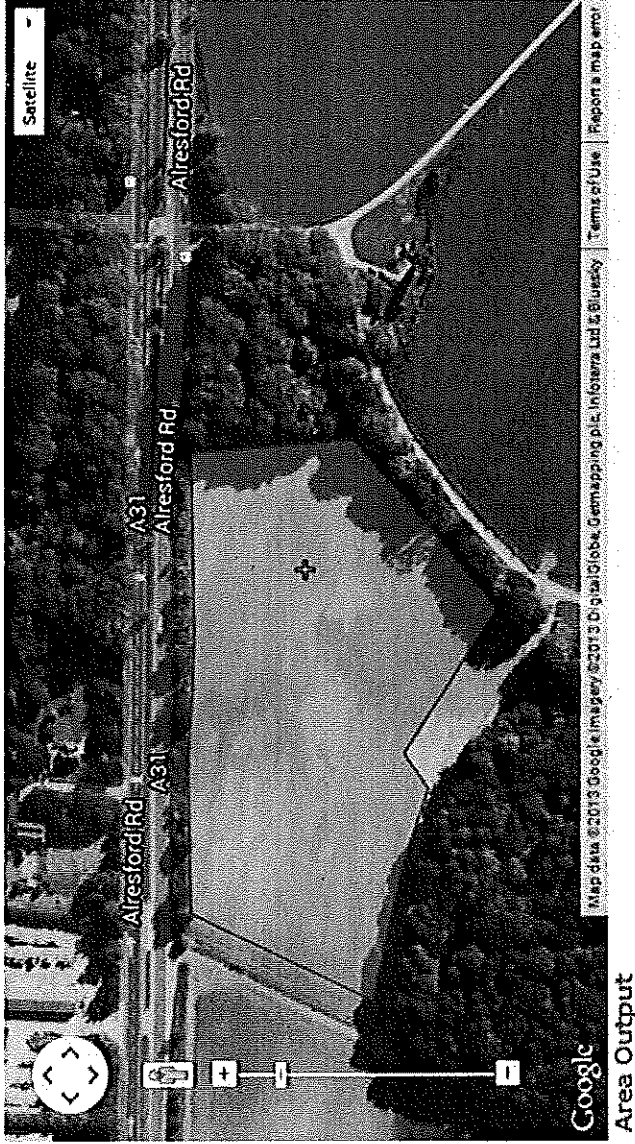


Area Output

84721.058 m<sup>2</sup>  
 0.085 km<sup>2</sup>  
 20.935 Acres  
 8.472 Hectares  
 911929.878 Feet<sup>2</sup>

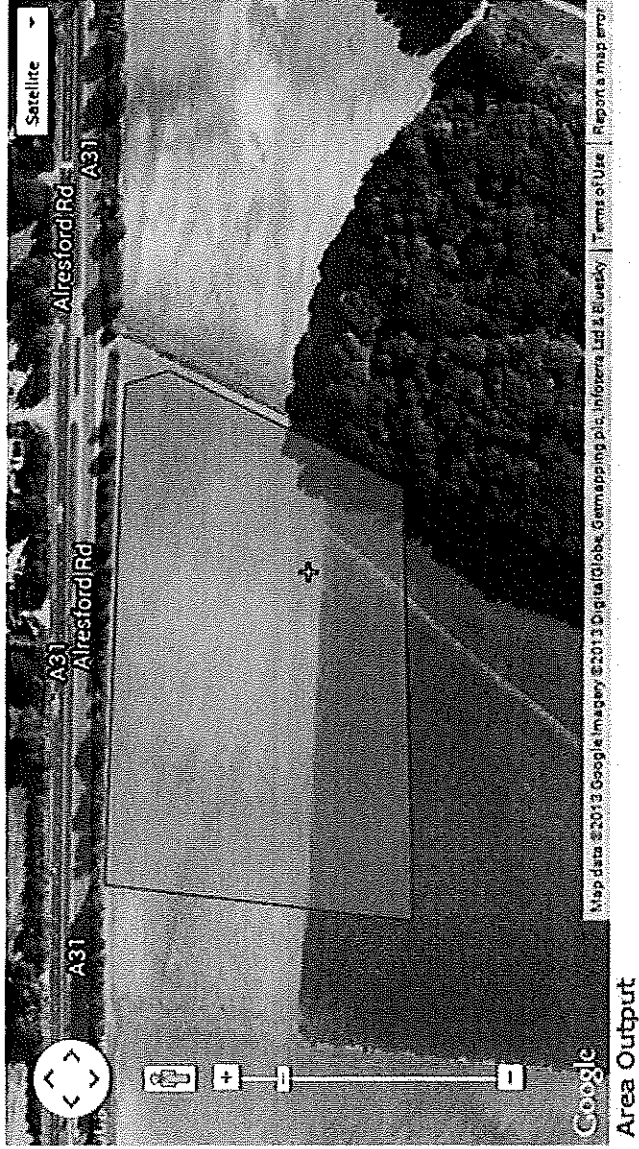


17.2.5. Gate D Part 1





17.2.6. Gate D Part 2



17.2.7. South Car Park



**Area Output**

16686.838 m<sup>2</sup>  
 0.017 km<sup>2</sup>  
 4.123 Acres  
 1.669 Hectares  
 179615.626 Feet<sup>2</sup>

**Perimeter Output**

872.991 m  
 0.873 km



### 17.3. Maps of Routes

The map below shows the dispersal of inbound routes for Volunteers, Public and Public Drop Offs from

- Southwest – A303, A36, M27
- North – A34
- London – M3 or A331



17.3.1. Volunteers



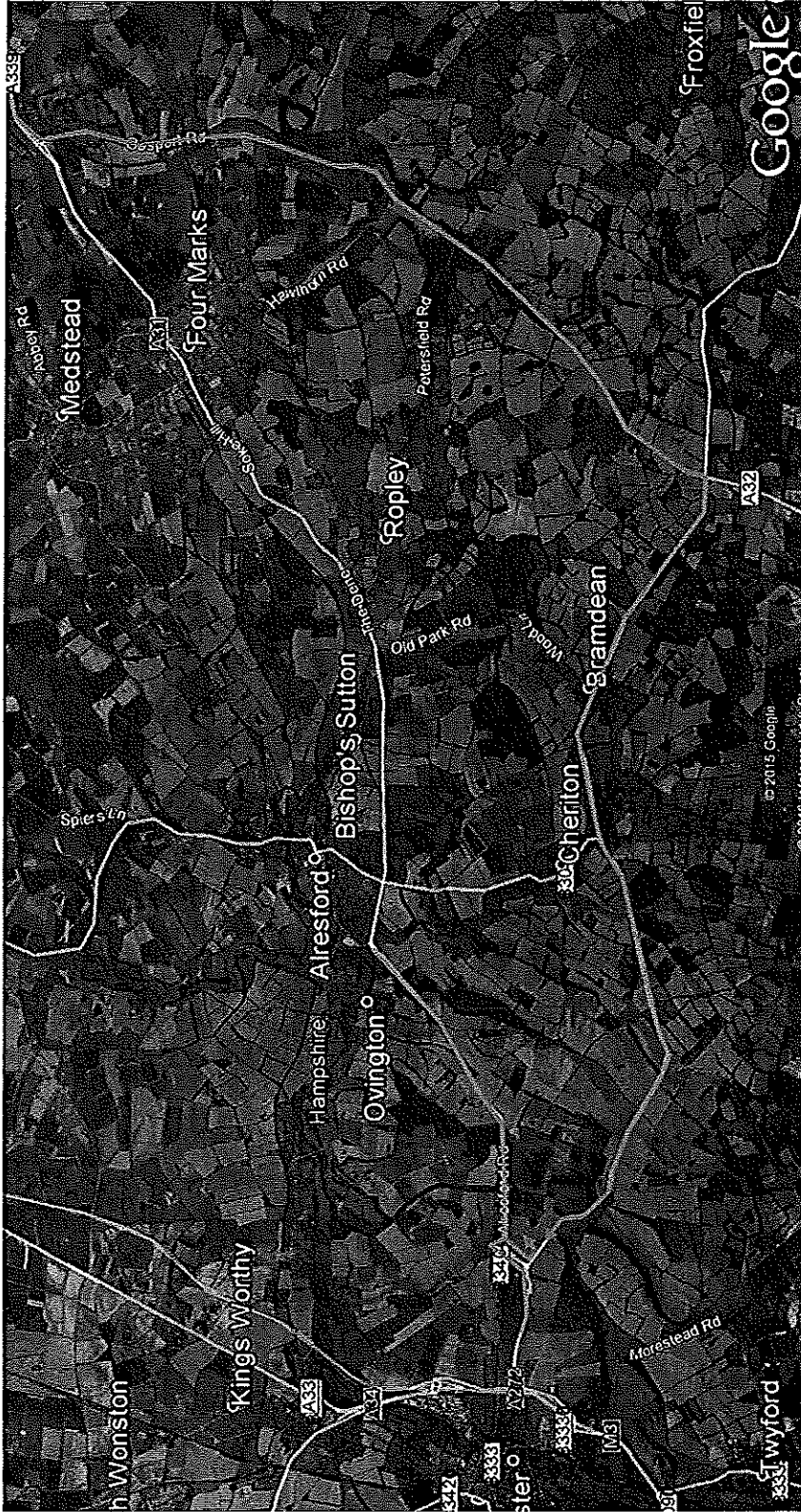


17.3.2. North Public Car Park





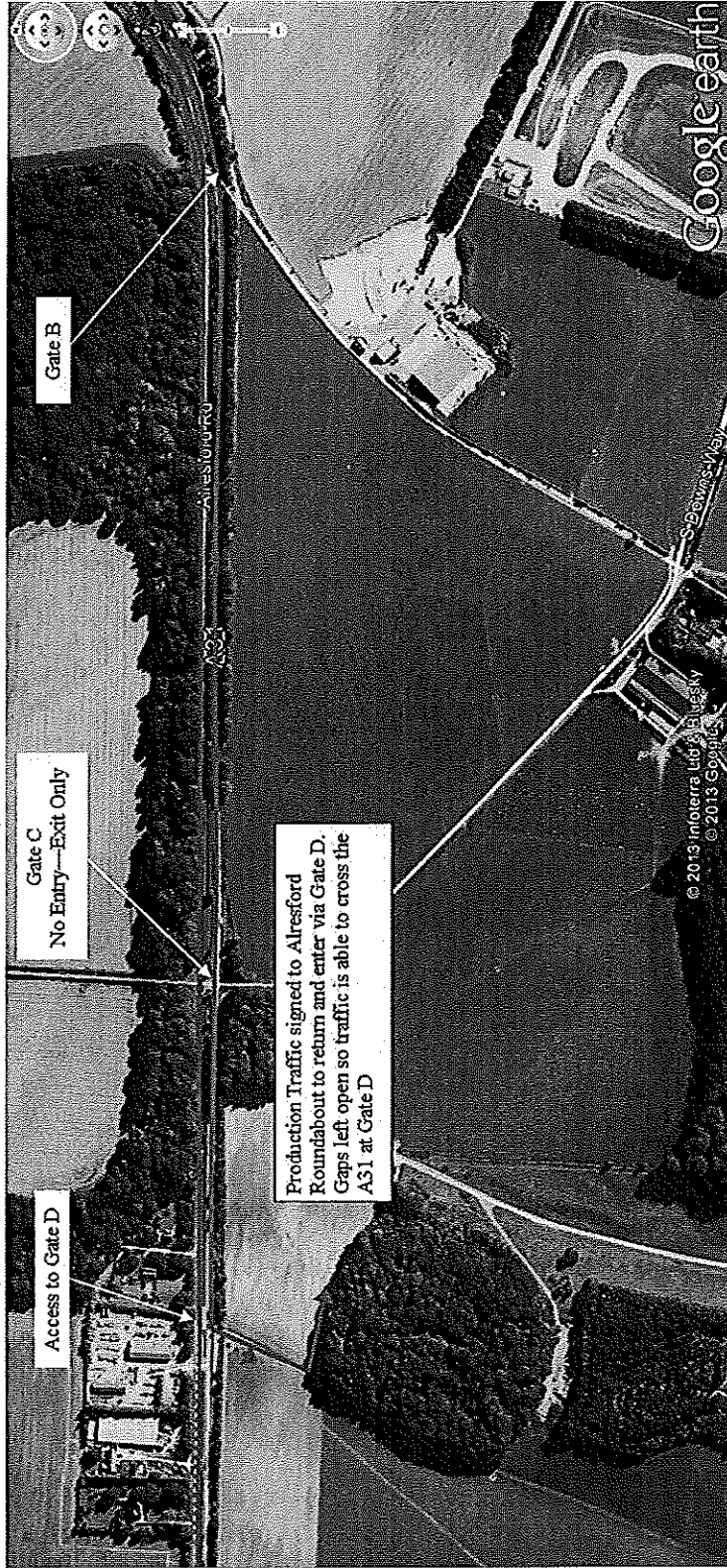
17.3.3. West Public Car Park



17.3.4. Public Drop Off



17.3.5. Production, Crew & Artists  
 Until Sunday 7<sup>th</sup> August





From Monday 8<sup>th</sup> August

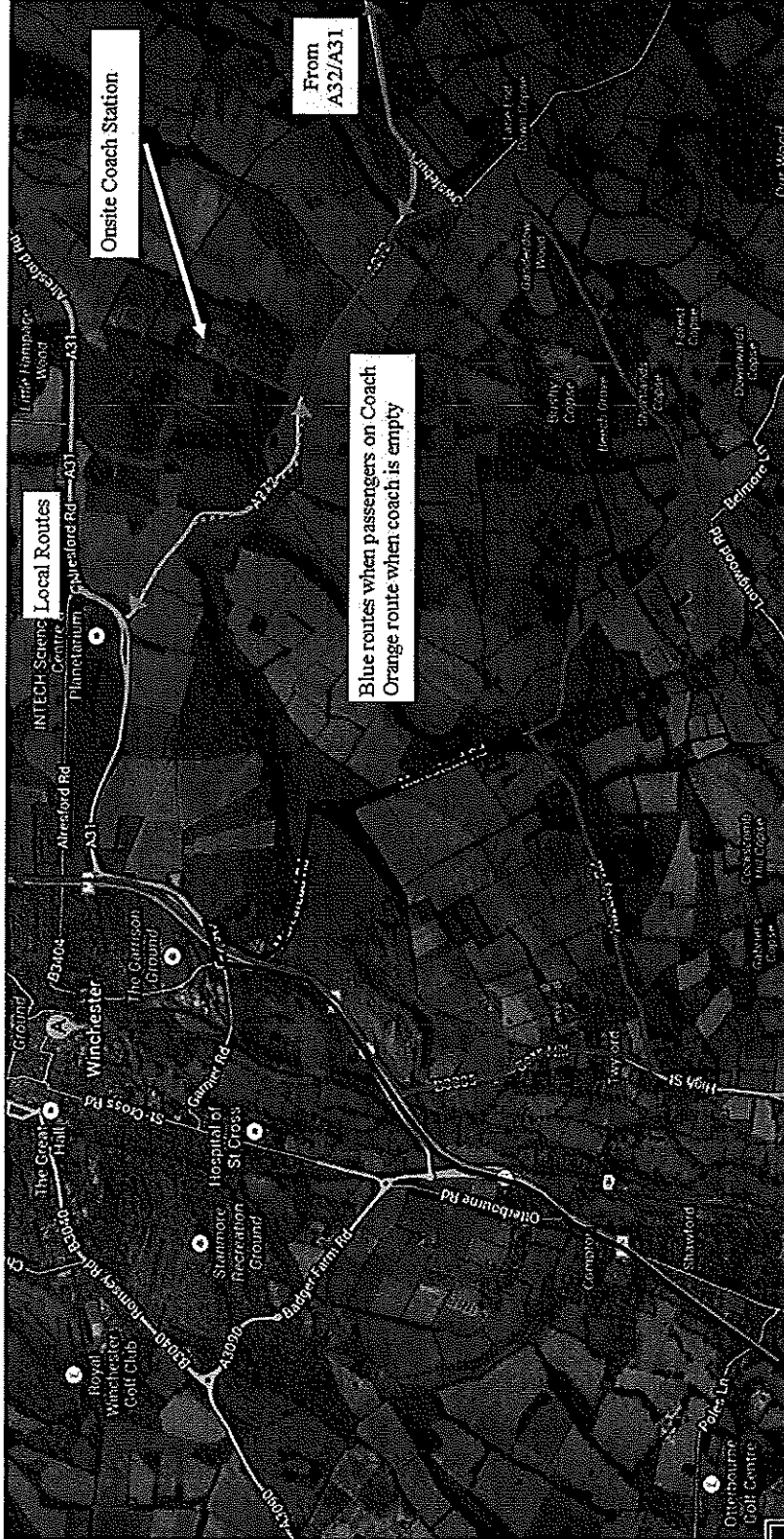


17.3.6. Campervans





17.3.7. Coaches

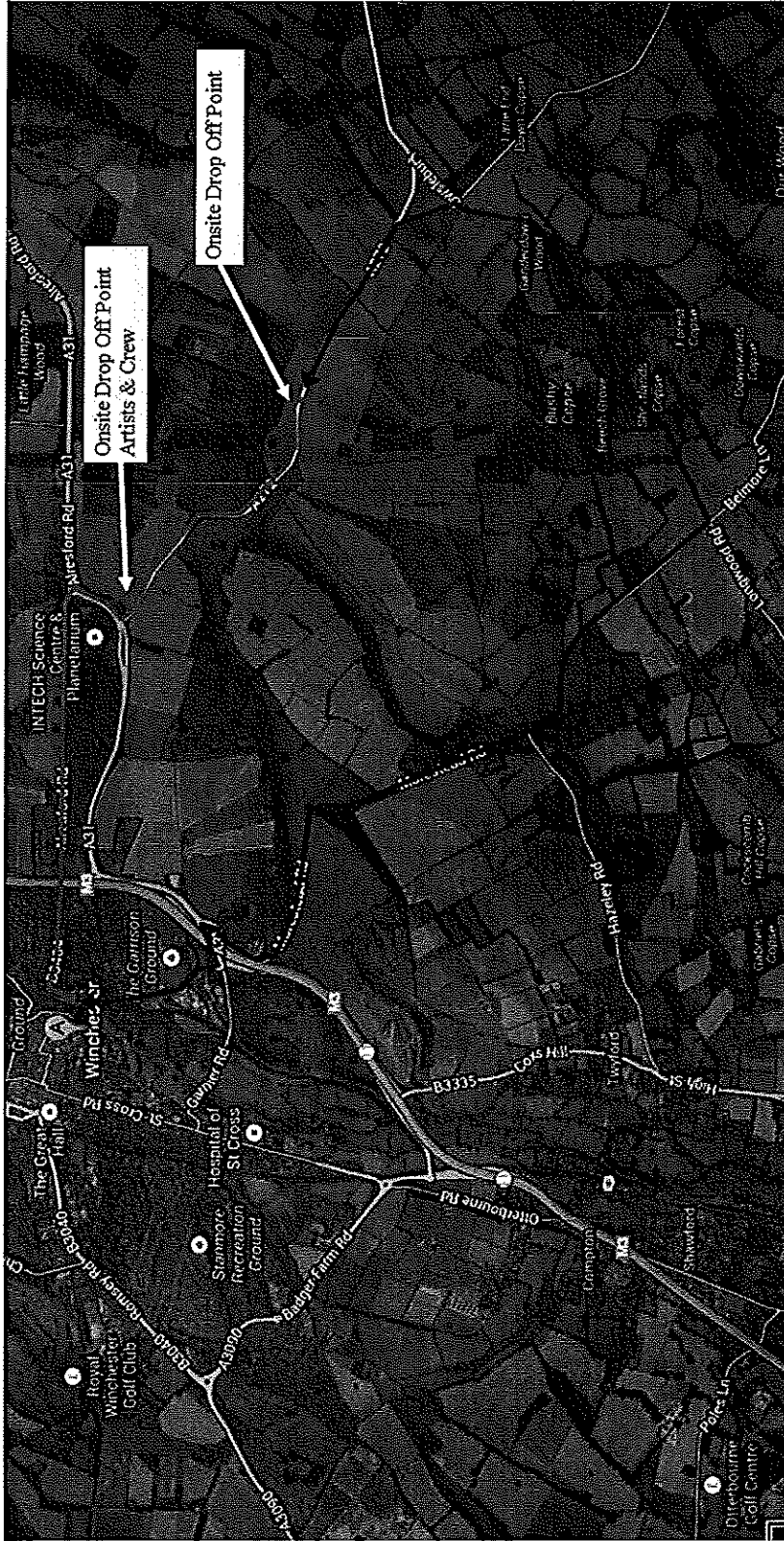


17.3.8. Rail and Ride

Light Blue – Primary Route, Dark Blue – Secondary Route



17.3.9. Taxis



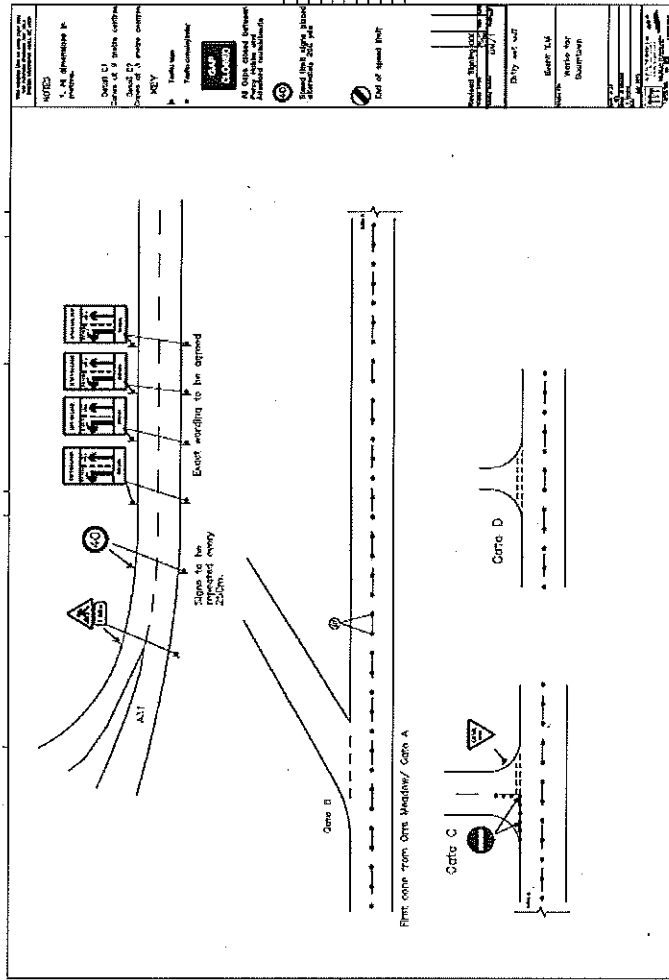
17.3.10. B3404 Pedestrian Route





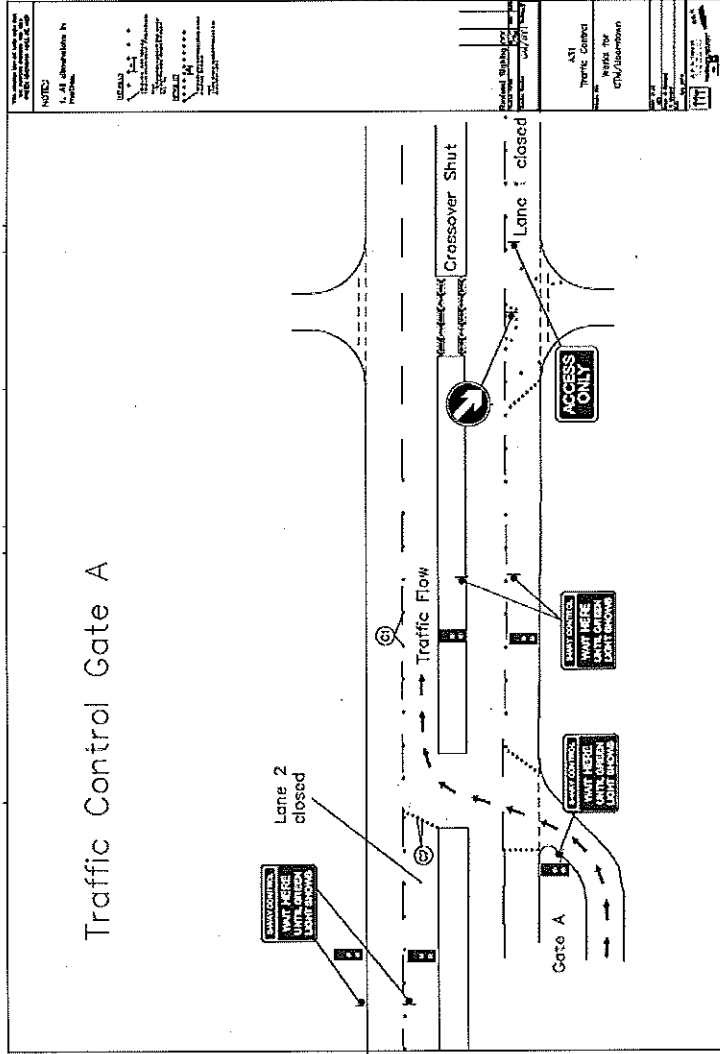
17.4. TM Diagrams –Layouts for 2014 Egress

17.4.1. A31 Ingress Plan





17.4.2. Gate A Egress Plan

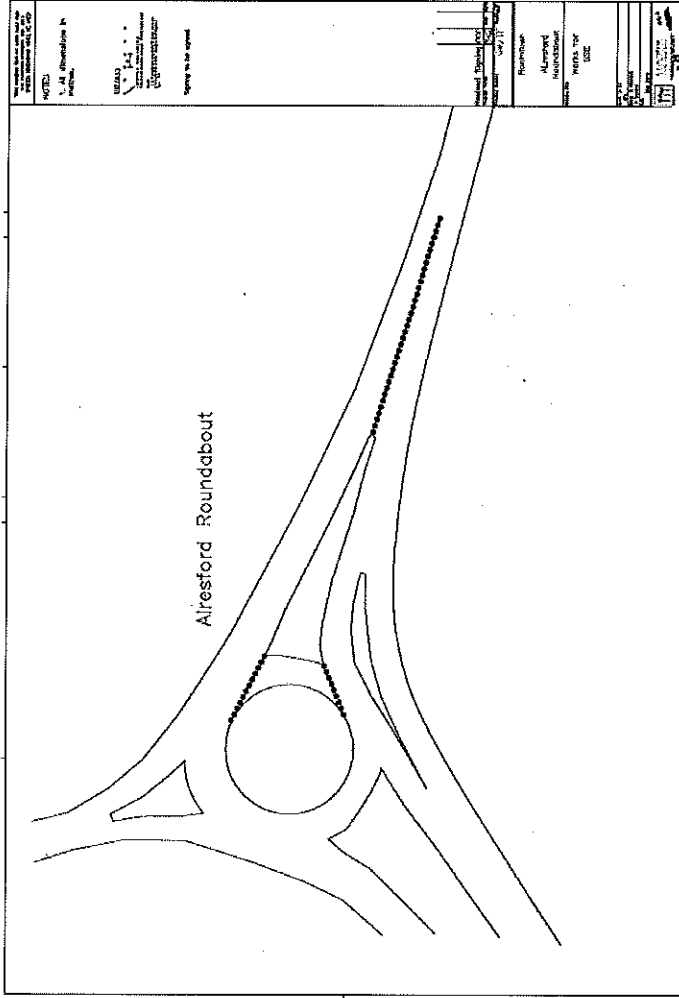


17.4.3. Gate B, C, D Egress Plan





17.4.4. Alresford (Lady Croft Farm) Roundabout Egress Plan



No U-Turn Signs will be placed along the A31 Eastbound from this roundabout.





Our ref: 1175/Review/5

Your ref:

  
Date: 1 June 2016

To the Responsible Authorities for the Boomtown Fair at Matterley Bowl in Hampshire,

## BoomTown 2016 Proposed Licence Extension – Noise Management Review

I have been contracted as the Acoustic Consultant for the BoomTown Fair at Matterley Bowl in Hampshire since the start of 2015. During this time I have been heavily involved in advising the Event Directors, Chris Rutherford and Lak Mitchell, and team, on noise management matters. I worked on-site at the festival in 2015 for 7 days implementing the noise management plan and heading up the sound control team.

In 2015 a highly effective sound system audit across the whole event site was carried out prior to any sound system being granted permission to switch on. The purpose of the audit was to make sure that the sound systems were not larger than had been planned. This meant that small and medium stages had sound systems that were individually tailored to be just the right size for the audience capacity and therefore minimized the risk of these stages causing a significant impact off-site. The audit in 2015 was a huge success in limiting the noise impact of the small and medium stages allowing us to focus our sound control management on the larger stages, it will therefore be implemented again in 2016 and the process improved where it can.

I have been personally briefed by the Event Directors on the proposed increase of 10,000 people for this August, bringing the attendance up to 59,999. The details of the proposed variations to the site layout of the stages and arenas to accommodate the proposed increase of 10,000 people, which will have an effect on the noise management are shown in Table 1 below.

Table 1: Proposed Variations to Stages and Arenas

Stage/Arena	2015	2016
<b>Sector 6 Stage (New)</b>		
Location:	n/a	Hilltop
Arena size:	n/a	60m x 70m
Arena type:	n/a	Outdoor stage in natural dip in the landscape
Capacity:	n/a	8000
Sound system:	n/a	L'Acoustics K2 and Kara 60 kW max (TBC)
Operating times:		
-Thursday	n/a	18:00 - 00:00
-Friday and Saturday	n/a	15:00 - 03:00
-Sunday	n/a	15:00 - 00:00

Stage/Arena	2015	2016
<b>Windmill Stage (New)</b> Location: Arena size: Arena type:  Capacity: Sound system: Operating times: -Thursday to Sunday	n/a n/a n/a  n/a n/a n/a	Whistlers Green Open field layout Low density / picnic style / some seated audience 450 10 kW 12:00 - 20:00
<b>Speakers Corner (New)</b> Location: Arena size: Arena type: Capacity: Sound system:  Operating times: -Thursday -Friday to Sunday	n/a n/a n/a n/a n/a  n/a n/a	Whistlers Green 10m diameter tent Acoustic mini stage, enclosed 60 2 stack, Ground stacked system 1 kW max 12:00 - 20:00 11:00 - 20:00
<b>Floating Lotus (Relocated)</b> Location: Arena size: Arena type: Capacity: Sound system:  Operating times: -Thursday -Friday and Saturday -Sunday	Hilltop 12m diameter Geodesic Dome Acoustic mini stage, enclosed 200 2 stack, ground stacked system  12:00 - 00:00 12:00 - 04:00 12:00 - 00:00	Whistlers Green 12m diameter Geodesic Dome Acoustic mini stage, enclosed 150 1.5 kW  10:00 - 00:00 10:00 - 04:00 10:00 - 23:00
<b>Coyote Moon (New)</b> Location: Arena size: Arena type: Capacity: Sound system: Operating times: -Thursday -Friday and Saturday -Sunday	n/a n/a n/a n/a n/a  n/a n/a n/a	Whistlers Green TBC Acoustic mini stage, enclosed 150 1.5 kW  10:00 - 00:00 10:00 - 04:00 10:00 - 23:00

Stage/Arena	2015	2016
<b>Lizard Stage (New)</b> Location: Arena size: Arena type: Capacity: Sound system: Operating times: -Thursday -Friday and Saturday -Sunday	n/a n/a n/a n/a n/a n/a n/a n/a n/a	Whistlers Green TBC Acoustic mini stage, enclosed 150 1.5 kW 11:00 - 23:00 11:00 - 04:00 11:00 - 23:00
<b>Sandcastle Stage (Relocated)</b> Location: Arena size: Arena type: Capacity: Sound system: Operating times: -Thursday -Friday to Saturday -Sunday	Hilltop Open field layout Low density / picnic style / some seated audience est 200 - 300 5 kW MAX, 2 x ground stacks 15:00 - 16:00 10:30 - 18:30 12:00 - 17:00	Kidztown Open field layout Low density / picnic style / some seated audience est 200 - 300 6 kW max, 2 x ground stacks 10:30 - 18:00 10:30 - 18:00 10:30 - 18:00
<b>Scrapyard (Prev. Bodyshop)</b> Location: Arena size: Arena type: Capacity: Sound system: Operating times: -Thursday -Friday and Saturday -Sunday	Downtown 13m x 15m Indoor / Tent / Hard music venue with interactive performance shop 1000 10kW max / Funktion One Res 4 + F218 system Closed 16:00 - 04:00 14:00 - 00:00	Downtown 38m x 25m Double stacked container surrounding wall 2500 Funktion One res 5 system with f221 bass, 20 kW Closed 16:00 - 04:00 12:00 - 00:00
<b>Robotica (Prev. Boombox)</b> Location: Arena size: Arena type: Capacity: Sound system: Operating times: -Thursday -Friday and Saturday -Sunday	Downtown 40m x 45m Double stacked container surrounding wall 2400 25k Max / Funktion One Quad system Res 4 + F218 system 18:00 - 00:00 14:00 - 02:00 15:00 - 00:00	Downtown 47m x 46m Double stacked container surrounding wall 5500 Funktion One vero system with f221 bass, 25 kW 18:00 - 00:00 14:00 - 02:00 14:00 - 00:00

Further detail of the proposed variations and proposed considered mitigation for each area is given below.

### Hilltop

The introduction of a new stage called Sector 6 in the Hilltop area will be mitigated by positioning the stage in a natural dip in the landscape to achieve the maximum natural screening possible. If necessary additional screening will be incorporated into the design of this stage as informed by the noise modelling during the design stage. I'm confident that with the careful design of the proposed sound system; and additional mitigation considered where necessary, it will not introduce any significant off-site sound level increases at the nearest noise sensitive receptors (NSRs) with the stage operating at the required sound levels.

### Whistlers Green and Kidztown

Whistlers Green and Kidztown are both moving to Zone 6 at the highest most southerly point of the site and will not cause a significant adverse impact at any of the nearest NSRs as these areas are most active during the daytime. The Floating Lotus, Coyote Moon and Lizard stages will run until late on the Friday and Saturday nights (to 04:00) but are acoustic acts or recorded music after 23:00 and therefore will not cause a significant noise problem at the nearest NSRs, however the sound control team will still make regular visits to this area throughout the night. There are a number of smaller stages and workshop areas that will also be located in the Zone 6 area but all of these stages will close before 23:00. Considering the schedules, location, orientation, programming and sound control management of the stages in the Whistlers Green area there will be no significant off-site sound level increases at the three closest monitoring positions with the new and relocated stages operating in this area. No stages in this area will operate post-midnight on Sunday night because of their proximity to the boundary of the site and the licence conditions that are in effect after midnight on Sunday.


### Downtown

The Scrapyard (previously Bodyshop) is located in the southwest of the DownTown area. Previously the associated sound system was within a marquee. The proposal is to increase the area that the stage covers and use double stacked shipping containers as screens to reduce the noise break-out from this area. The increased mitigation for this stage will result in a significant positive effect by reducing noise levels from this stage off-site. The Robotica (previously Boombox) arena also within the southwest corner of the DownTown area is proposed to increase in floor area but keep the effective shipping container screening. There will be no significant change in off-site noise levels at the nearest NSRs because of the increased floor area of the Robotica arena.

### Conclusion

In conclusion, with the continued improvement of the noise management at the planning and operational stages of the event (including the planned screening; sound system type and size allocation planning; sound system auditing; and effective on-site sound control during the event), I am confident the proposed minor variations to the site layout (including the new, relocated and increased capacity stages) necessary to accommodate the additional 10,000 people will not cause a significant increase to the off-site noise impact of the event.

Yours sincerely,



Robert Miller BSc (Hons) MIOA  
Director

**APPLICATION FOR PREMISES LICENCE FOR BOOMTOWN FESTIVAL,  
MATTERLEY BOWL, ALRESFORD ROAD, WINCHESTER**

**SUBMISSIONS BY APPLICANT**

**The application**

1. This is an application for a premises licence to replace the existing premises for the Boomtown Festival, a four day music and theatrical festival taking place at Matterley Bowl. This is the eighth such festival, although the estate has been used for community events and gatherings for decades. This year's festival will take place over four days from Thursday 11<sup>th</sup> to Sunday 14<sup>th</sup> August 2016.
2. There is an existing premises licence for the festival. This permits attendance of 49,999 people. This application is for a licence for 59,999 people, i.e. an increase of 10,000 people. The layout of the premises is proposed to be amended in line with the plan submitted.
3. The application proposes further protective conditions, as follows:
  - CD3: Submission of Crime Management Plan produced in conjunction with Hampshire Constabulary.
  - CD4: Submission of Security Management Plan produced in conjunction with Hampshire Constabulary.
  - Appointment of crime prevention manager, to facilitate communication between the event organisers, the security contractors and the Police, and to ensure compliance with above plans.
  - PN1: Additional car park on West side of site. Regular coach shuttle to Winchester rail station.
  - PN2: 40% of attendees after first 40,000 tickets sold will be required to access site by coach.
  - PN3: Public transport to be promoted as preferred transportation method.
  - PN4: Traffic management survey to be conducted.
  - PN18(b). Noise emissions from films not to be audible at agreed monitoring locations.
4. Apart from the above, all licensable activities, hours and conditions will be exactly per the existing licence. If this application is granted, the existing licence will be

surrendered. The Noise limits set by condition on the existing licence are not amended or varied in this application.

5. Therefore, for practical purposes, this application is for a further 10,000 capacity, amendment to layout and the addition of 8 new protective conditions.

#### **Representations by responsible authorities**

6. The application has received no representations from the Police. The significance of this is that, as the Secretary of State's Guidance advises:

**“The police should be the licensing authority’s main source of advice on matters relating to the promotion of the crime and disorder licensing objective, but may also be able to make relevant representations with regard to the other licensing objectives if they have evidence to support such representations.”<sup>1</sup>**

7. Given the Police's long experience of policing this event, the fact that they have made no representation in relation to this application is notable. The applicant has also submitted a brief report from its highly experienced crime and disorder consultant, Adrian Coombs, supporting the police view.
8. The licensing authority itself has not made a representation. Nor have the fire authority, trading standards, child protection or public health authorities.
9. The licensing authority consulted the highway authority (Hampshire County Council) and the City Council's Engineering and Transport team, as the bodies responsible for the highway in the area. Both are satisfied that the proposed conditions should mitigate traffic issues. The applicant works with the highway authorities in planning the event. The authorities are confident that the capacity increase can be achieved without an unacceptable impact on the highways network.
10. Representations have been received from the environmental health and planning authorities and 11 others, namely a Parish Council, four groups / societies and six individuals. These are taken in turn.
11. The environmental health authority is not concerned about the increase in capacity. The matters it raises are:
  - a. The location of stages on the southern part of the site. The authority wishes to be satisfied that noise levels from this area will not exceed the levels set out in proposed licence conditions PN11 and PN12 measured at receptor locations. As to this:
    - i. The applicant will liaise with the authority and satisfy it on this matter.

---

<sup>1</sup> Paragraph 9.12.

- ii. In any event, measurements are taken regularly before and during the event to ensure that the noise generated does not exceed the levels conditioned at receptor locations.
- b. The authority expects to see a description of the use of each area, and noise modelling data to show that offsite criteria can be achieved. This will be provided through the event management planning process.
- c. The authority has suggested a replacement condition regarding noise levels from film soundtracks. There is no difference as to what is to be achieved, i.e. that films cannot be heard in dwellings. The difference simply concerns technical measurement methods. It is expected that this will be resolved through discussion before the hearing.

12. The planning authority raises the following:

- a. Traffic and highways matters. The comments are mainly advisory, the highway authority and the city's engineering and transportation team having no concerns. The applicant has attempted to discuss this with the Planning Authority and will provide an update to the committee at the Licensing hearing.
- b. Noise. The comments acknowledge that environmental health are the specialists and work closely with the event organisers. A request is made that the Noise Management Plan should indicate the set up and take down periods, not just the event itself. This will be done.
- c. Walkers. Some suggestions are made to minimise effects on walkers. They are helpful and will be done.
- d. Dark sky. A suggestion of liaison with the Dark Night Sky lead will be taken up. A comment is also made about whether the event may grow in the future. The limit of the event is set by the planning permission to be determined on 9<sup>th</sup> June and this licence. For it to grow, two separate authorisation procedures would be required.

**Other representations**

13. Turning to the 11 other representations, these mostly deal with the issues set out above. They are not therefore dealt with separately here. The main other issues raised are:

- a. That applications for minor variation were refused. This is of no relevance. The minor variation procedure is a summary procedure allowing rapid grants of minor variation applications without the need for a hearing. However, such applications are refused where there is even a possibility of impact on the licensing objectives. A refusal has no bearing, legally or otherwise, on the



outcome of a later full variation application, which is to be considered on its full merits. As can be seen above, the full merits now being explored, there is a low level of concern from statutory authorities. For example, the police and highway authorities were concerned about the minor variation application, but have no objection to this application.

- b. That planning permission has not been granted. A planning application is going before the Planning Committee of the South Downs National Parks Authority on 9<sup>th</sup> June 2016. The recommendation from that Authority's Director of Planning is to grant a permission for one major music festival per year. An update will be provided to the Licensing Sub-Committee on 10<sup>th</sup> June.

It may be relevant to the licence application to note that the recommendation for approval is on the basis of a condition that a comprehensive event management plan has to be submitted to, and approved in writing by, the planning authority. The plan, which has to be submitted at least 60 days before the event, has to include (among other things) a traffic management plan, lighting measures, and other purely planning matters such as biodiversity and site restoration. This gives the Parks Authority a great deal of control over the event and will therefore effectively guarantee promotion of the licensing objectives. This is in addition to the requirement to provide the event management plan to the licensing authority in conditions A4, A5 and A6.

- c. Some representations are made regarding habitat, biodiversity, the historic environment, water resources, rights of way, landscape, archaeology etc. These are not licensing issues. However, they are planning issues and are within the remit of the planning authority considering the planning application on 9<sup>th</sup> June.

## Benefits

14. Finally, the economic benefit to the area and the cultural benefit of the event are all part of the proportionality balance, as is recognised in case law<sup>2</sup> and national guidance.<sup>3</sup> This is also recognised in Winchester's own licensing policy, which states:

*2.15 In deciding applications, the Council will always take into account relevant representations from local residents and businesses and responsible authorities. It will also take into consideration the following (insofar as they are relevant to the licensing objectives):*

- *The requirements of the local tourist economy;*

---

<sup>2</sup> See e.g. *R (Hope and Glory) Public House Limited v City of Westminster Magistrates' Court* [2011] EWCA Civ 31 at paragraph 42.

<sup>3</sup> See paragraph 2.16, with specific reference to live music.

- *The cultural strategy for the District, and the Council's wish to encourage and promote live music, dancing and theatre to the wider cultural benefit of its community and visitors;*
- *The employment situation in the District and the need for investment and employment where appropriate.*

15. In this regard, the Sub-Committee is respectfully referred to the report "The Economic Impact of Boomtown Fair 2015" prepared by TSE (Tourism South East) Research. Benefits include direct economic benefits to the area, job opportunities for local people and visitation to the area from over 50 countries for the festival. The event also contributes to the profile of the area – the festival being named the second best festival in the UK by the Daily Telegraph, a reason why Winchester was voted the best place to live in a Sunday Times poll.

16. It is also worth noting that the view of the Director of Planning of South Downs National Parks Authority contained in his report to the Planning Committee for its meeting on 9<sup>th</sup> June is that the event (amongst other events at the site "bring significant benefits to the economy" which he considered should not be underplayed, nor the opportunity that the events bring to enable the applicant "to continue with his farming enterprise at the site and to continue his stewardship of the land and landscape..."<sup>4</sup> This view was based, in part, on evidence given by the Economy and Communities Officer at Winchester City Council.

## **Conclusion**

17. It is submitted that the extensive conditions on the proposed licence, alone or together with those offered to the planning authority, conditions on the planning, are adequate and appropriate to enable this important event to proceed as asked, and its economic and cultural benefits to be realised.

18. The applicant will obviously be pleased to answer any further questions raised at the hearing on 10<sup>th</sup> June 2016.

**PHILIP KOLVIN QC**

**3<sup>rd</sup> June 2016**

**Cornerstone Barristers**

**London WC1**

---

<sup>4</sup> Paragraph 8.41.





**HAMPSHIRE  
FIRE AND  
RESCUE  
SERVICE**

Head of Legal Services  
Winchester City Council  
City Offices  
Colebrook Street  
WINCHESTER  
Hampshire  
SO23 9LJ

Hampshire Fire and Rescue Service HQ  
Business Fire Safety  
Leigh Road  
Eastleigh  
Hampshire  
SO50 9SJ

Tel: 02392 855180

Email: [csprotection.admin@hantsfire.gov.uk](mailto:csprotection.admin@hantsfire.gov.uk)

Date: 09 May 2016

Enquiries To: Mr Hewitt

My Reference: F6/RH/00827579

Your Reference:

Dear Sir

**Licensing Act 2003**

**Boomtown Festival, Matterley Bowl, Alresford Road, Winchester, Hampshire**

I am in receipt of a copy of the application for a New Premises Licence dated 28 April 2016.

Having examined the submitted plan proposals of the premises and information in our files I would notify you that Hampshire Fire and Rescue Service (The Fire and Rescue Authority) does not wish to make representations to the licensing Authority at this time.

A copy of this letter has been forwarded to Matthew Phipps, TLT LLP, One Redcliff Street, Bristol, BS1 6TP for information.

Any queries concerning these matters may be directed to the officer detailed above but any correspondence should be addressed to me.

**Please quote our reference number on all correspondence.**

Yours faithfully

for Chief Officer

cc: Matthew Phipps, TLT LLP, One Redcliff Street, Bristol, BS1 6TP (by email)





**Carol Stefanczuk**

---

**From:** Licensing  
**Subject:** Application for a new premises licence - Boomtown Festival, Matterley Bowl, Alresford Road, Winchester, Hampshire

---

**From:** Neville Crisp  
**Sent:** 03 May 2016 08:12  
**To:** Licensing  
**Cc:** Richard Sykes  
**Subject:** RE: Application for a new premises licence - Boomtown Festival, Matterley Bowl, Alresford Road, Winchester, Hampshire

No representation from me.  
The proposed public nuisance conditions should mitigate any potential traffic disruption.

*Neville Crisp IEng FIHE  
Traffic Engineer  
Engineering & Transport  
Built Environment  
Winchester City Council  
Tel: 01962.848484*

*♻️ Think Green - don't print off this e-mail unless absolutely necessary!*





**CTM**  
Unit 2a Arley Industrial Estate  
Colliers Way  
Arley  
Coventry  
CV7 8HN

[www.ctm.uk.com](http://www.ctm.uk.com)  
t| 01676 549001 e| [info@ctm.uk.com](mailto:info@ctm.uk.com)

## Profile – Tom Ferris – Senior Operations Manager

### Introduction and Career

Tom has 12 Years' experience working in the events traffic management industry with CTM Ltd. He has a degree in Aerospace Systems Engineering from the University of Hertfordshire (2003). He started his career as a traffic marshal in 2003 at the notorious Robbie Williams Concert at Knebworth and progressed to supervisory and management roles over the following years. In 2007, he was employed full time as an Operations Manager with CTM, and has been in this role to date.

In this time, Tom has gained experience in people management, event planning, operations and debriefs. He also represents clients in various forums such as SAG meetings, Residents meetings, Parish Councils and license hearings.

### Experience

During this career, Tom has provided services to many events, including but not limited to –

Aegon Classic Tennis	Danson Festival	Robbie Williams – Knebworth
BBC - Stargazing Live	Drive In Movie Events - Various Venues	Rockingham Speedway
Bedford River Festival	Garage Nation	Royal Bath and West Show
Bedford Showcase	Glastonbury Festival	Royal Holloway University London
Bedford Victorian Fair	Global Championship Tour	Royal Windsor Endurance
Binfield 10k Run	Global Gathering	Royal Windsor Horse Show
Blenheim Horse Trials	Gloucester Tall Ships	Rutland Show
BoomTown Fair	Gunnersbury Mela	Santa Pod
Bristol Arcadia	Harvest @ Alex James'	Santander Surprises - Frome
Bristol International Balloon Fiesta	Horseworld Open Day	Secret Garden Party
British Motorcycle Federation	House Festival	Somersault Festival
British Superbikes - Various Venues	Institute of Groundsman Show	The Big Chill Festival
Bromley Pageant of Motoring	Japfest	The Glade Festival
Bucks County Show	London 2012 Olympic Games	The Millies Awards
Burghley Horse Trials	Lounge on the Farm	The Open Golf Championship
Cambridge Fireworks	Love Saves the Day	Tokyo World
Cornbury Festival	Papal Visit - Cofton Park	Tough Mudder
Coventry Half Marathon	Radio 1 Big Weekend Hackney	Truckfest - Various Venues
Cranwell Music Events	Radio 1 Big Weekend Swindon	Wilderness Festival
Crick Boat Show	Reading Festival	Wilton Antique and Supercar Show