



**Meeting** Licensing Sub-Committee

**Date and Time** Tuesday, 30th July, 2019 at 10.00 am.

**Venue** Walton Suite, Guildhall, Winchester

**S U P P L E M E N T A R Y   A G E N D A   1**

The attached documents were not available when the agenda was published, but it was received within the statutory timescale and therefore should be taken into consideration.

Agenda Item.

- 1 Appendix 5 to LR525 - Additional Documents from the Applicant (Pages 132 - 205)

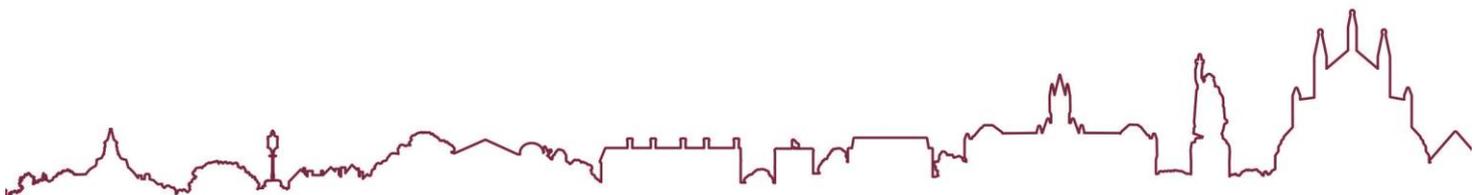
(Appendix 5 to LR525)

City Offices  
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**Lisa Kirkman**  
**Corporate Head of Resources and Monitoring Officer**

24 July 2019

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

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SUBMISSIONS BY APPLICANT

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1. Boomtown Festival is a vibrant music and theatrical festival that has been running since 2008, and hosted at Matterley Bowl since 2011.
2. This is an application for a new premises licence, to allow for the festival to run from 2020 onwards. However, the new application is not very different from the existing licence and, in essence, seeks a variation of it. It is built upon careful consideration of previous festivals and, following positive engagement with various responsible authorities, represents in many ways an incremental development from previous years.
3. The 2019 festival (which falls under the auspices of the existing premises licence and will take place between 7 and 12 August 2019) is unaffected by this application. In licensing terms, 2019 will be a repeat of the 2018 festival which, it is respectfully submitted, was a well-run and successful operation. The lack of representations by responsible authorities to this application is significant in that regard.
4. If this application is granted, it is the 2020 festival that will see a development. Principally, this will be via an increase in capacity, from the past/present 64,999 (65,999 on Sunday) to 75,999 (76,999 on Sunday). The implications of this increase are discussed further below. Nonetheless, none of the following would change:
  - (1) The licensable activities carried out;
  - (2) The hours;
  - (3) The noise limits; nor
  - (4) The remaining conditions on the licence, save for:
    - A2(a): Increase in capacity on Wednesday from 20,000 to 27,500
    - PN11: A small rewording of the condition at the request of WCC's Environmental Health team
    - PN2: Increasing the percentage of public tickets which will only be permitted on site by coach (whether public transport or coach transfers from local train stations) from 25% to 30%.

### Condition A1: the overall increase in capacity

5. This is the most significant “variation” sought.
6. Following discussion, an element of this condition has been amended following discussion with the Hampshire constabulary:

A1 : This licence shall authorise the relevant licensable activities for a maximum of 75,999 persons, subject to completion of a satisfactory 2019 festival, that has been determined as such by the police silver commander for the event (following input from the Licensing Act listed responsible authorities and BTF at (or shortly after) the safety advisory debrief.

7. It should be noted that the current licence permits an additional 1,000 tickets for local residents on Sunday which is replicated in this application.
8. The increase in capacity would be made up of an additional 10,000 tickets, and 1,000 staff. A precise breakdown of the 6000 staff is given in “Appendix A” to the application which explains the basis for the increase from 5000 to 6000. The committee will note that in addition to appropriate increases in the size of existing teams, it also includes (for the first time) 200 sustainability staff, and an additional 20 staff to supplement the festival’s welfare provision.
9. As before, it is anticipated that the smaller scale operation on Wednesday has the effect of decreasing the number of arrivals on the Thursday and increases the number of departures on Sunday. It is for this reason that a relatively modest increase in the capacity on Wednesday from 20,000 to 27,500 is applied for because, as Ms Toms of Environmental Health (on p. 2 of her consultation response) acknowledges, *“the increase in numbers arriving on Wednesday to 27,500 will assist with crowd management and ingress into the site”* [see the amended condition A2(a)].
10. The committee may recall that an increase in the overall capacity of this scale was originally sought last year, but reduced by the applicant following discussions with the Police. It was said on behalf of the applicant last year:

“However, the applicant appreciates that the difficulties with the queuing for the festival on the Thursday last year mean that, before it can seek a significant increase in ticket-holders, it first needs to demonstrate that it can handle the existing numbers without difficulty.”

The 2018 festival did just that. And it is confidently expected that 2019 will give further comfort. Were it otherwise, one would expect representations from the relevant responsible authorities, all of whom were closely involved in monitoring the 2018 festival and all of whom have been closely consulted in this application.

11. Some local residents have queried whether it is appropriate for the Police to determine whether 2019 was “satisfactory”. This condition was drafted with the Police and is endorsed by them. Moreover, the applicant hopes to reassure those concerned that:

- (1) The condition now specifically provides for input from responsible authorities (all of whom, in turn, listen carefully to representations from local residents) prior to the Police making its determination;
- (2) The existing licence already includes a number of other conditions requiring “approval” or “agreement” from relevant authorities. Examples include CD1, CD2, CD3(1), (8), (9), (14), (17), PN3, PN4, PN5 and PN9; and
- (3) Such conditions are common for festivals up and down the country. It provides an extra level of control for the responsible authority, allowing it to intervene if it has concerns following a particular festival.

## Traffic

12. Plainly, the most significant challenge that the increase in capacity would bring is to traffic management.
13. The applicant’s traffic management plan has been provided to the committee, along with a letter dated 23 July 2019 from the applicant’s traffic management operators (CTM) addressing specific concerns. The applicant will be glad to expand on any of these issues at the meeting on 30 July 2019, should the committee wish it to.
14. However in summary:
  - (1) CTM has produced a detailed traffic management plan for the 75,999 capacity (76,999 on Sunday);
  - (2) This licence application has been shared with responsible authorities including the Police and Environmental Health. None have objected;
  - (3)** Coach arrivals will account for a significant element of the increased attendance bringing the overall number of coach arrivals to 15,000 (25% of public) and shuttle buses to 8,000 (13.5 % of public) which comfortably complies with the increase from 25% to 30% of public transport requirement in PN2.
  - (4) The remaining additional 8,000 of the increased numbers would use c. 3,000 vehicles: an increase of 15% to the 2019 plan. This will be mitigated by a new car park within Gate A, and the increased take up of Wednesday tickets (discussed above);
  - (5) A variety of steps have been taken following close consultation with the authorities through the SAG process to manage pedestrians walking along roads near the event;
  - (6) New road closure signage is being actively considered in Beauworth to further reduce traffic related to Boomtown using routes through local towns and villages, following successful implementation in the Itchen Valley and Ovington.

## Noise

15. Noise is always a concern at festivals or large scale events. It remains something that the applicant takes very seriously.
16. The committee will have read the letter from the applicant's sound management experts, F1 Acoustics Company Ltd dated 31<sup>st</sup> May 2019 (who have been working on Boomtown since 2012). F1 make the important point that the sound level limits at the local noise sensitive receptors are not proposed to be increased. Therefore there will be no change to the current sound levels experienced by local residents. F1 goes on to say:

*“Notwithstanding that the position on noise will not change in 2020, the applicant continues to work with its experts to improve on- and off-site sound levels.... Based on the reasons given above, and our expert experience of the event and site, there is no reason the proposed increase in capacity would cause additional noise disturbance to local residents or increase the likelihood that noise limits as set out in the existing Premises Licence Conditions would be exceeded.”*
17. Boomtown Festival UK Limited strive to continually improve the on-site and off-site sound levels year on year with amendments to site layout and sound system design.
18. Again, the lack of representations from Environmental Health (save for modest clarification to condition PN11) may be thought by the committee to be significant.

## Conclusion

19. The larger 2020 festival is designed to build on the successes of past years, especially 2018 and soon – it is hoped – 2019. The applicant has a robust plan in place to tackle the traffic challenges any increase would bring. Otherwise, it hopes to maintain and improve upon the *status quo*, with continued positive engagement from responsible authorities; local residents and other stakeholders.
20. The applicant will be glad to discuss these and other issues in more detail at the meeting on 30 July 2019.

Stephen Walsh QC

3 Raymond Buildings

Gray's Inn

22 July 2019





**Winchester**  
City Council

# Conditions

**Proposed for 2020**

**Boomtown Matterley Bowl  
Alresford Road Winchester  
Hampshire**

Note:

yellow if condition changing

red text that identifies the specific change

**Annex 2 – Conditions consistent with the Operating Schedule n/a**

**Annex 3 – Conditions attached after a hearing by the licensing authority**

**All Licensing Objectives**

A1

- a. This licence shall authorise the relevant licensable activities for a maximum of 75,999 persons, subject to completion of a satisfactory 2019 festival, that has been determined as such by the police silver commander for the event (following input from the Licensing Act listed responsible authorities and Boomtown Festival at (or shortly after) the Safety Advisory Group debrief), which shall include all persons present at the premises in whatever capacity including ticket holders, performers, guests and staff.
- b. At least 6,000 of these must be staff, artists and their bona fide guests in accordance with the breakdown at Appendix A attached.
- c. 1000 additional tickets to the event may be provided to local residents on Sunday.

A2 The premises licence shall authorise the licensable activities:-

- a. for the public for a maximum period of six consecutive days from Wednesday to Monday on one occasion in a calendar year. Public access on Wednesday to be limited to 27,500 persons from 2020.
- b. the crew bar is authorised for the sale of alcohol only to crew members and not more than 12 bona fide guests of senior crew managers at any one time for 24 hours per day for the period commencing twenty one days before the start of the public event and ending fourteen days after the end of the public event.

. A3 The Premises Licence Holder shall give notice to the Licensing Authority and Hampshire Constabulary of the dates of the event no later than six months before the start of the event.

. A4 The Premises Licence Holder shall produce and submit to the Licensing Authority

an initial event management plan (EMP) at least 120 days prior to the commencement of the event.

- . A5 The final EMP shall be supplied to the Licensing Authority no later than 28 days prior to each event. No alteration to the EMP shall be made after this date by the Premises Licence Holder except with the written consent of the Licensing Authority.
- . A6 A schedule of stewards and security personnel shall be made available to the Licensing Authority and Hampshire Constabulary no later than 28 days before the start of licensable activities for the public. Such a schedule shall include name, date and place of birth and, if applicable, SIA number. No amendments to the schedule shall be made after this date except by agreement with the Hampshire Constabulary and with the written consent of the Licensing Authority.
- . A7 The 'Event Director' or his nominated deputy shall be available on site at all times that the licensed site is open to ticket holders.
- . A8 This Licence shall come into effect upon the surrender of Prem 741.

### **The Prevention of Crime and Disorder**

- . CD1 The Premises Licence Holder shall agree with the Licensing Authority in consultation with Hampshire Constabulary the number of police officers required at each event, no later than 56 days prior to the start of the event. No licensable activities shall take place unless suitable arrangements are in place to secure the provision of such numbers of police officers.
- . CD2 A secure perimeter fence shall be erected around the site of -the event, prior to the start of the event, and patrolled by security. The type of fence shall be agreed with the Licensing Authority no later than 120 days before the event.
- . CD3 Crime and Drugs Management Plan
  1. The Premises Licence Holder (PLH) shall submit a written Crime and Drugs Management Plan (CDMP) for approval by Hampshire Constabulary (HC) no less than 135 days prior to the commencement of each event.

2. The CDMP shall have two primary constituent elements: 1) Drugs and prohibited substances and 2) Other Crime.
3. The CDMP in so far as it relates to drugs shall address how the PLH will seek to minimise the use, consumption and supply of illegal drugs and banned psychoactive substances and in particular will address the following matters:
  - a. A rigorous searching regime which is designed to prevent illegal drugs and banned psychoactive substances being brought into the licensed premises;
  - b. The ejection of all persons found attempting to enter the event in possession of illegal drugs or banned psychoactive substances;
  - c. How the PLH will deal with persons found in possession of illegal drugs and banned psychoactive substances within the licensed premises;
  - d. The manner in which the PLH will deal with any persons found in possession of such quantities of illegal drugs or banned psychoactive substances that there are reasonable grounds to believe that they intend to supply those illegal drugs or psychoactive substances, to include:
    - i. The seizure of the illegal drugs/banned psychoactive substances and the manner in which they will be labelled, retained and passed to the police for evidential purposes;
    - ii. The detention of the persons found in possession of such illegal drugs and or banned psychoactive substances.
  - e. The number and role of drug expert witnesses who will be present at all gates leading into the festival at any time when searching is taking place, to provide advice regarding substances found (whether it appears to be an illegal drug or banned psychoactive substance), the volume found (whether the volume is such that it is likely to amount to possession with intent to supply), the labelling and retention of any seized substances and the continuity of evidence.
4. The CDMP in so far as it relates to non-drug related crime shall address the

measures which the PLH will employ to deal with other potential crime at the festival, in particular: -

- a. Acquisitive crime (thefts);
  - b. Violence against the person (including a rigorous searching regime which shall be designed to prevent offensive weapons being brought into the licensed premises);
  - C. The protection of young and vulnerable people.
5. The CDMP shall address how the PLH will communicate crime prevention messaging to the public, in particular messaging regarding the searching regime and the ejections policy referred to at (paragraphs 1(a) to (d) above).
  6. The provisions of the final CDMP shall be treated as though they are conditions on the face of the premises licence.

#### Timings

7. Following submission of the initial CDMP to HC in accordance with paragraph (1) above, the PLH shall meet with HC to consider the CDMP.
8. The PLH shall submit a revised CDMP (adopting such amendments that will have been agreed through the course of the event planning), to HC no less than 70 days prior to the start of each event for agreement by HC.
9. Once the CDMP has been approved by HC, there shall be no alteration to the CDMP except with the prior written consent of the Police Commander for the event.
10. The PLH shall provide a written "readiness report" in writing to the HC no less than 14 days before the event, with a further update provided no less than 7 days before the event. These reports shall address whether the PLH has the human and technical resources in place to deliver the Event Management Plan (EMP), CDMP and Security Plan.

#### De-Brief

11. The PLH shall subsequently formally meet with the Hampshire Constabulary within 70 days of the conclusion of the event to debrief the CDMP and agree the

key outcomes and statistics that will be recorded in a written development document which will shape the CDMP for the next event.

### Security Plan

12. The PLH shall submit an initial written Security Plan to HC no less than 85 days prior to the commencement of each event. It shall be a confidential plan to be shared with HC as to the measures the PLH will take to safeguard the safety and security of the public.
13. Following submission of the initial Security Plan to HC in accordance with paragraph (1) above, the PLH shall meet with HC to consider the CDMP .
14. Once the Security Plan has been approved by HC, there shall be no alteration to the Security Plan except with the prior written consent of the Police Commander for the event.
15. The provisions of the final Security Plan shall be treated as though they are conditions on the face of the premises licence.

### Mental Health Safeguarding

16. The PLH shall submit an initial written Mental Health Safeguarding plan to all responsible authorities with responsibility for health and to HC no less than 85 days prior to the commencement of each event. This plan shall be produced as part of the EMP. It shall be a confidential plan to be shared with the relevant responsible authorities and HC, and shall deal with the measures the PLH will take to safeguard the mental health of persons attending the festival, in particular how the PLH will deal with members of the public who are suffering from psychotic episodes, and the training which security staff will receive to train them to deal with such persons.
17. Once the Mental Health Safeguarding Plan has been approved by the relevant responsible authorities and HC, there shall be no alteration to the Mental Health Safeguarding Plan except with the prior written consent of the relevant responsible authorities and the Police Silver Commander for the event.

18. The provisions of the final Mental Health Safeguarding Plan shall be treated as though they are conditions on the face of the premises licence.
- . CD4 The premises licence holder shall appoint a competent crime prevention manager. Their role shall be to facilitate communication between the event organisers, the appointed security contractors and the police and to ensure compliance of CMP and SMP
  - . CD5 The campsites, car park and event arena shall be patrolled by security and stewards.
  - . CD6 No glass containers or bottles shall be allowed inside the event site, with the exception of approved event traders or specific restaurant areas. Bottle banks shall be located at the event site entrances to facilitate disposal.
  - . CD7 Save for specific restaurant areas approved by the Police in writing, all sales of alcohol and other drinks shall be provided in polycarbonate or similar non glass drinking vessels. All glass bottled drinks shall be decanted at point of sale.
  - . CD8 A Personal Licence Holder shall be present at each bar throughout any event when alcohol is being supplied under the Premises Licence. The Premises Licence Holder shall produce details of the Personal Licence Holders to the Licensing Authority and Hampshire Constabulary no later than 28 days prior to the commencement of the event. .

### **Public Safety**

- . PS1 The Premises Licence Holder shall ensure that farm animals are removed from the arena and the campsite at least 21 days prior to the start of any event. This shall not extend to the area used for car parking.
- . PS2 No animals, other than guide dogs, assistance dogs and dogs from enforcement agencies are to be allowed onto the site unless agreed in writing with the licensing authority at least 28 days before the commencement of the event.
- . PS3 There shall not be any activity which involves body piercing or tattooing carried out on the site.

- . PS4 No legal highs shall be allowed on site, these to include any gas canisters used for that purpose.

## **Public nuisance**

- . PN1 From 12 noon on the **Wednesday** preceding the event until 6pm on the Monday following the event a regular transfer bus will be available to transfer customers between Winchester Train Station and the event site. A transfer policy will be drawn up and circulated to officers no less than 28 days before the event. This policy will articulate the volume and frequency of transfers.
- . PN2 At least **30%** of all public tickets, will only be permitted to access the site by coach (whether public transport or coach transfers from local train stations).
- . PN3 The premises licence holder will promote public transportation as the preferred access and egress from the event site. A policy to articulate this activity will be drawn up and circulated to officers no less than 56 days before the event but both the website, the tickets and all significant promotional activity will promote public transportation.
- . PN4 The Premises Licence Holder shall produce a Traffic Management Plan (TMP). The final TMP shall be submitted to the Licensing Authority no later than 28 days before the start of the event. No alteration to the TMP shall be made after this date by the Premises Licence Holder except with the written consent of the Licensing Authority.
- . PN5 The Premises Licence Holder shall produce an initial Noise Management and Community Liaison Plan (NMP) at least 56 days prior to the commencement of the event. The final NMP shall be submitted to the Licensing Authority for agreement no later than 28 days prior to the commencement of the event. No alteration to the NMP after this date shall be made by the Premises Licence Holder except with the written consent of the Licensing Authority.
- . PN6 The final NMP shall contain the methodology which shall be employed to control sound produced on the premises, In order to comply with the premises licence. The NMP must include all of the arrangements for preventing public nuisance

and consultation with the local community and shall include:

- a) An inventory of all sound systems to be used on the site.
  - b) A schedule of contact details for those who are responsible for the sound systems.
  - c) A list of stages and cinemas together with sound power output details, a schedule of their location, orientation, and shut down times and their maximum audience capacity.
  - d) Maximum permitted sound power output details for traders.
  - e) Management command and communication structure /methods for ensuring that permitted sound system output and finish times are not exceeded.
  - f) Publication and dissemination of information to the public and arrangements for provision and staffing of a hotline number for dealing with complaints.
  - g) Action to be taken by the Event Organiser following complaints.
- . PN7 The Premises Licence Holder shall ensure compliance with all aspects of the Noise Management and Community Liaison Plan.
  - . PN8 At least 21 days prior to an event the Premises Licence Holder shall provide to the licensing authority a telephone number for contacting the licence holder or a nominated representative during the course of an event.
  - . PN9 The Premises Licence Holder shall produce and make available a Public Information Document with details of arrangements for the event based on the EMP and NMP that might affect the local community. The contents of the document and required distribution list are to be agreed with the Licensing Authority at least 28 days in advance of each event. The final agreed Public Information Document shall be distributed to recipients as agreed at least 21 days prior to the event. The document shall also be advertised in the Local paper at least 10 days in advance of each event.

- . PN10 Between the hours of 1000 and 2300 on Thursday, Friday, Saturday and Sunday, noise levels from the event shall not exceed 55dB LAeq(15 mins) and between the hours of 2300 and 0400 noise levels shall not exceed 45dB LAeq (15 mins).
- . PN11 Noise levels from music in the octave band frequency ranges with a centre frequency of 63 Hz and 125 Hz shall not exceed at the monitoring locations:
  - Wednesday – As per condition PN21;
  - (a) Thursday – 65dB L<sub>eq</sub> (15mins) between 1000 and 0000;
  - (b) Friday and Saturday – 65dB L<sub>eq</sub> (15mins) between 1000 and 2100; 68 dB L<sub>eq</sub> (15mins) between 2100 and 2300; and 65 dB L<sub>eq</sub> (15mins) between 2300 and 0400 (the morning following)
  - (c) Sunday – 65 dB L<sub>eq</sub> (15mins) between 1000 and 0000.
- . PN12 All noise levels from music shall be measured as above in free field conditions and in the absence of significant local noise sources at locations to be agreed In writing with the Licensing Authority no later than 28 days in advance of the event.
- . PN13 The sound systems of the principal stages shall be tested to ensure compliance with above levels prior to the commencement of the event. The Licensing Authority shall be notified no less than 24 hours in advance of such testing being undertaken.
- . PN14 The Premises Licence Holder shall appoint a competent noise consultant to monitor and record on site and off site noise, to ensure compliance with noise levels.
- . PN15 The Premises Licence Holder shall not permit amplification equipment to be brought onto the site unless:
  - a) it is for use as part of regulated entertainment.
  - b) It is for the use of authorised traders for the sole purpose of providing 'incidental' or background music to their stall or fairground attraction.
- . PN16 The Premises Licence Holder shall ensure that a deployment of security

personnel shall patrol the site for the duration of the event to monitor for unlicensed events taking place or about to take place, and:

- a) Upon discovery of such activities or equipment not as described in Condition PN15, arrangements shall be made for the amplification equipment to be confiscated immediately or, if not possible, at the earliest reasonable opportunity.
- b) Arrangements shall be made for confiscation of equipment in the case of traders where, in the opinion of the Licensing Authority, a noise nuisance is being or likely to be caused.

PN17 Between the hours of 00:00 and 04:00 on a Monday morning, regulated entertainment shall be limited to the following:

- a) The playing of recorded music only in the format of a 'silent disco', defined as being 'the playing of recorded music with or without a DJ, in such a way that it shall only be heard through headsets worn by persons present'.
- b) The playing of a film provided that no noise shall be heard at the boundary of the licensed area.
- c) No other form of regulated entertainment shall be permitted.

. PN18 There will be no stages in areas labelled B and C on the plan attached at Appendix B [the Plan].

. PN19 There will be no regulated entertainment in area D on the Plan except in the crew bar.

. PN20 Regulated entertainment shall be permitted on Wednesday between 11:00 and 23:00.

. PN21 Regulated entertainment on Wednesday shall be inaudible at the monitoring locations.

. PN22 The Premises Licence Holder shall submit a post event Noise evaluation report to the Licensing Authority no more than 28 days after the end of the event. This

shall include:

- a) The event complaint log including names, addresses, dates, times and details of complaint and action, taken in response to each;
- b) The event noise log, including dates, times, locations of noise monitoring, to include noise readings made in accordance with the noise criteria in PN10 and PN11);
- c) An explanation for any breaches of licensing conditions and any action that was taken to avoid breaching the noise criteria detailed in PN10 and 11.
- d) A summary of what action can be taken to improve noise control and management, if appropriate.

### **The Protection of Children from Harm**

- . CH1 The Premises Licence Holder shall prominently display notices at the point of sale that state 'It is an offence to purchase or attempt to purchase alcohol if you are under the age of 18 -Section 149 Licensing Act 2003'.,
- . CH2 The Premises Licence Holder shall operate a 'Challenge 25' scheme with signage being displayed in all locations relevant to the sale of alcohol.
- . CH3 The Premises Licence Holder shall provide suitable training or instruction to all staff engaged in the sale of alcohol in relation to the prevention of sales to persons under the age of 18 years and to persons who are drunk. A written record shall be made of such training and be made available to the Licensing Authority or Hampshire Constabulary upon request.
- . CH4 No person under the age of 18 may serve alcohol.
- . CH5 Soft drinks and free drinking water shall be available on site as an alternative to alcohol.
- . CH6 No person under the age of 18 shall be permitted on the premises unless accompanied by an adult.
- . CH7 Any site / event staff having responsibility for the welfare of children on site shall be DBS checked (Disclosure and Barring Service) and their name date and place of birth made available to Hampshire Constabulary 28 days prior to the event

taking place. The EMP shall include a plan to deal with all such lost / found children.



## Boomtown 2020

**EVENT DATES TBC**

Matterley Bowl  
Alresford Road  
Nr. Winchester  
Hampshire  
SO21 1HW

## Transport Plan – 75,999

Version 4  
23/07/2019

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Version Control		
New Ver #	Changes	Made By
1.0	Document produced for License application	TF
2	Edits from JB	TF
3	Edits from CFM	TF
4	Edits from CFM	TF

This document details the traffic management measures to be put in place for this event. CTM are responsible, on behalf of the promoter, for the implementation of all traffic related requirements outside the event fence line.

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

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

Company/Agency	Role	Contact Name	Number	Email Address
Boomtown	Director	Chris Rutherford		
Boomtown	Licensing Manager	Cassandra Frey-Mills		
Boomtown	Gates & Off-Site Manager	Lou Moore		
Boomtown	Operations Manager	Judy Bec		
Boomtown	Procurement Manager	Matt Tooth		
CTM	Transport Planning	Tom Ferris		
CTM	Traffic Manager	John Bugg		
TLT Solicitors	Solicitor	Matthew Phipps		

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## 1. Event Data

Location	Matterley Estate
Dates of Event	12 <sup>th</sup> – 17 <sup>th</sup> August 2020 (TBC)
Opening Time/Date	1200 12 <sup>th</sup> August (TBC)
Closing Time/Date	1400 17 <sup>th</sup> August (TBC)
CTM Ops Dates	5 <sup>th</sup> – 18 <sup>th</sup> August (TBC)
Build Dates	13 <sup>th</sup> July – 5 <sup>th</sup> September (TBC)
Advanced Signage Dates	2 Weeks Prior to the event dates
Build Signage Dates	3 <sup>rd</sup> July – 5 <sup>th</sup> September (TBC)
Directional Signage Dates	1 Week Prior to the event dates
Type of Event	Camping Music Festival
Licence Capacity	75,999 (76,999 on Sunday)
Expected Attendance	75,999 (76,999 on Sunday)
Camping Attendance	90% +
Daily Attendance	1,000 Sunday Only Tickets

## 2. Scope of Works

Service	Supplier (2020 suppliers not yet confirmed so 2019 suppliers shown as indication)
Build/Production Traffic	Event Traffic
Directional Signage	The AA
External Traffic Management	Forest
Car Parking	CTM
Car Park Admissions	CTM
OTD Admissions	TTS
Security	GES
Rail & Ride	Big Green Coach / Xelabus
Coaches	National Express
Tow Away	Walls Recovery
Road Cleaning	Quattro

### **3. Overview**

This document is written to detail the measures to be implemented to ensure the safe and efficient ingress and egress of people to Boomtown 2020, based on a license capacity of 75,999 (76,999 on Sunday) persons.

The increase from 2019 – 2020 is 11,000 persons (10,000 public and 1,000 crew).

The event and plan would be broadly similar to the 2019 plan. For the purposes of this document, 30% of ticket holders will arrive by public transport – although this is the minimum aim for the festival and a higher percentage would be encouraged.

The License Application would allow for up to 27,500 Public Wednesday Arrivals with the remainder being spread over Thursday and the remainder of the weekend.

#### **3.1 The Proposed Event**

Boomtown 2020 will be an evolution of previous events. The following sections deal with the changes from previous years and then the operations involved with the delivery of the Transport Plan.

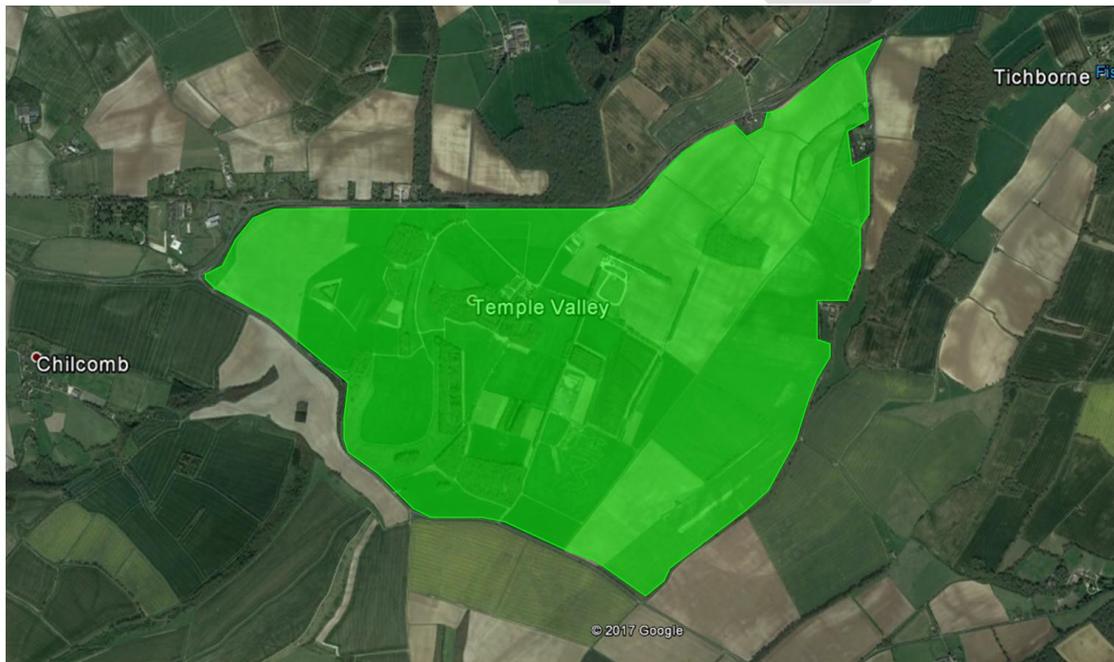
### 3.2 Site Description and Access Points

Since the 2017 event, Matterley Estate has purchased new lands. These fields lie between the previous boundary and Rodfield Lane and afford access from Rodfield Lane to the event site.

The boundary of the estate is shown below – this plan is indicative and should not be relied upon without consultation with the landowner.

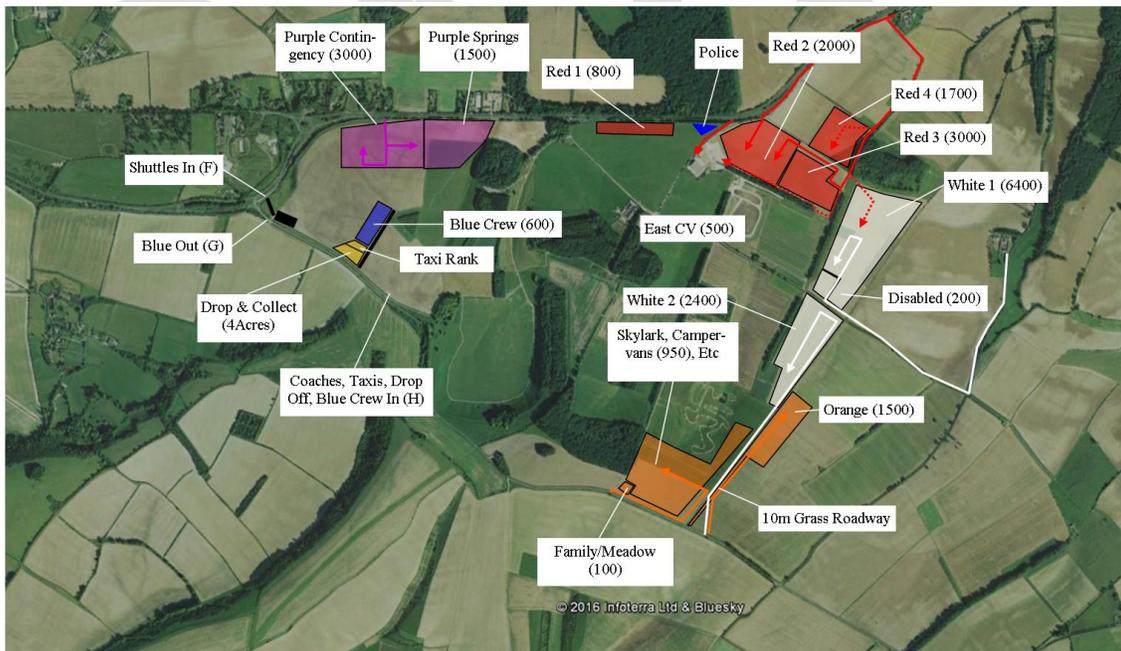
Subject to planning decisions, a small car park will be located in the new land. Regardless, permission has been given by Matterley Estate to access across the new land in order for vehicles to reach the fields which are used for the event. SDNP and the SAG are aware of the route.

If a car park on the new land is not possible, then an increased use of Gate A to access Red 3 will be needed.



Gates leading onto the estate have been designated using letters.

These are shown in their approximate locations on the plan below.



### 3.3 Significant Changes

#### 3.3.1 Gates

- Gate L, to the east of Gate K off the A272 provides additional capacity into the site.

#### 3.3.2 Operations Locations

- Red 4 Car Park, additional to ensure sufficient capacity within the site in case of any issues around other car parks. Taking Public Car Park capacity to 17,400 – far more than required.

#### 3.3.3 Capacities

The following capacities are conservative and achievable targets. Using these numbers in the TMP will give the “worst case” scenario in terms of car numbers for the event.

- Official Coach ticket sales to increase – 12,000 to 15,000.
- Private Hire Coach Passengers expected to be 2,000 based on 2018 (actual) and 2019 (prediction).
- Campervan numbers to remain the same/similar as 2019 (1,000).
- Shuttle bus tickets sales, 6,000 – increase of 1,000 from 2019.
- Car Park boundaries as drawn provide more than sufficient capacity – see further in document for details.

#### 3.3.4 NEW for 2020

- Red 4 Car Park. This provides contingency space if another access or car park were to be lost. Access would be through Gate A.

## 4. Event Traffic

### 4.1 Expected Traffic Levels and Arrival Times

For 76,999 people, the ticket type split is 58,400 public, up to 17,599 Crew & Artists and 1,000 Sunday tickets for Local Residents.

Crew arrivals are spread over the weeks and days prior to the public arrival.

Volunteers are booked to arrive on Tuesday and Wednesday of show week.

Artists will mainly arrive over the weekend – although plans allow for their arrival prior to this.

Sunday tickets are only valid for Sunday with no camping.

Up to 27,500 public ticket holders could arrive on Wednesday with a peak expected between 1000 and 1400.

The remaining public ticket holders will arrive on Thursday between 0800 and 1900, with peak traffic being between 1000 and 1400.

Spreading arrivals by selling a Wednesday ticket reduces the number of daily traffic movements on Thursday. The local road network and site infrastructure is capable of handling the number of vehicles planned for each day.

#### 4.1.1 Wednesday and Thursday Arrival Breakdown

##### (i) 2019 Wednesday / Thursday Split

Mode	Wednesday People	Vehicles	Thursday & Weekend People	Vehicles
Public Transport	11,000	150	9,297	170
Cars	14,788	5,477	16,055	5,205
Drop Off	625	313	4,375	2,180
Campervans	1,037	432	1,123	468
Cycling	50	50	50	50
<b>Totals</b>	<b>27,500</b>	<b>6,422</b>	<b>30,900</b>	<b>8,073</b>

At present, we expect the above arrival spread for Wednesday and Thursday.

The Thursday number can be reduced by around 7%; in previous years, the last 7% of public ticket holders arrive over Friday – Sunday.

#### 4.1.2 Crew Predicted Arrival Modes and Numbers

Type	Mode	Total People	Total Vehicles	Preshow People	Wednesday People	Wednesday Vehicles	Thursday People	Thursday Vehicles	Weekend People
Crew & Artists	Live In	3,000	1,500	2,250	300	150	150	75	300
Crew & Artists	Car Park	11,270	4,696	5,635	2,254	939	1,127	470	2,254
Crew & Artists	Shuttle Bus	1,230	N/A	0	861	N/A	123	N/A	246
Volunteers	Car Park	2,099	1050	1,050	1049	125	0	0	0
<b>Total</b>		<b>17,599</b>	<b>7,245</b>	<b>8,935</b>	<b>4,464</b>	<b>1,214</b>	<b>1,400</b>	<b>545</b>	<b>2,800</b>

## 4.2 Access Routes

Public Arrivals will be dispersed around the road network, as per the 2019 TMP.

- M3/A34 car arrivals will be directed to access the White, Red and Purple Public Car Parks from Rodfield Lane (Gate L), Gate A and Gate E off the A31.
  - Campervans will be directed to use Morestead Lane to access the A272.
- A31 Westbound will be directed to use the A32 and A272 to access the White and Orange Public Car Park from Gate L.
- Crew will be directed to access the Crew, Artists, Volunteers parking from the A31 using Gate A.
- HGVs & Deliveries will be directed to access the Deliveries Office off the A31 via Gate B.
- Traders, Disabled, Family, Quiet Camping, Campervans will be directed into site off the A272 into Gate K.
  - Traders arrive prior to show and are directed via the A31
  - Other users arriving during the show are directed via Morestead Lane, the A31 or the A272.
- All Public Transport will use the West of the site via Gates F, G and H
- Cycles will be informed to use Gate H to access West Gate and the cycle park
- Motorcycles will be informed to use Gate E to access Purple Car Park as this reduces the length of farm tracks they must negotiate.

## 4.3 Vehicle Labelling System

Public Vehicle passes will be sent to ticket holders in advance if they are pre-booked, as per previous years.

All other vehicles will either purchase a pass on site (public) or will exchange their routing pass for one (crew).

To assist with identification, public stickers will have the following borders; allowing personnel to direct to the correct gate if they are lost.

- Skylark – Pink Border – Access via Gate A, K or L
- Meadow and Disabled – Orange Border – Access via Gate K
- Campervan – Orange Border – Access via Gate K
- Boomtown Springs – Purple Border – Access via Gate E
- Wednesday Public – Green Border – Access via Gate A, E, K, or L
- Thursday Public – Yellow Border – Access via Gates A, E, K, L or Q

#### 4.4 Pre and Post Event Traffic

There is a considerable amount of build and strike for Boomtown, although no increase over previous shows.

The Build/Strike duration is currently expected to be between 8<sup>th</sup> July – 31<sup>st</sup> August.

This traffic will approach the site from the M3/A34 junction, along the A31 and Access Gate B by U-turning at Ladycroft Farm Roundabout.

Directional Signage will be erected from the first day of build.

Once inside the site, all vehicles receive H&S briefings and their accreditations.

At that point, they are directed to their work, parking or camping areas around the site – as appropriate.

##### 4.4.1 Movement of Infrastructure Across the A31

It is planned that all the site infrastructure will be on the correct side of the A31 for the event in 2020, so movement of infrastructure across the A31 should not be necessary.

## 5. Ingress Operations

The only change from 2019 will be additional use of Gate L off the A272, this provides greater capacity for vehicles entering and exiting the site and serves White 2 and Orange car park.

In addition, Red Car Park 4 will be available from Gate A for public parking off the A31 – offering further resilience in terms of onsite parking capacity.

### 5.1 Disabled (Meadow)

Orange Gate – K for any pre booked disabled parking

There will be disabled parking sections at the front of each of the other public car parks

### 5.2 Campervans

Orange Gate – K

### 5.3 Rail and Ride

In Blue Gate F, Out Blue Gate G.

### 5.4 Coach Packages & Private Hire Coaches

In Blue Gate H, Out Gate Blue G.

Numbers, Schedule, etc. TBC

### 5.5 Production, Crew and Artists

Red Gate B prior to and after show week.

During show week (10<sup>th</sup> – 17<sup>th</sup> August – Dates TBC), Red Gate A for cars and campervans; HGVs and Deliveries continue to use Red Gate B.

Out at Purple Gate C.

Downtown crew to park in Blue after accreditation at Red Gate A.

Kidztown and Whistlers Green to use Orange Gate K for accreditation, camping and parking.

### 5.6 Volunteers

In at Red Gate A, Out Purple Gate C.

Arrival Tuesday & Wednesday.

## 5.7 **Pick Up/Drop Off and Taxi Operation**

In Blue Gate H, Out Blue Gate G.

## 5.8 **Public Cars**

### 5.8.1 **Boomtown Springs**

In at Purple Gate E, Out of Purple Gate D.

### 5.8.2 **Skylark**

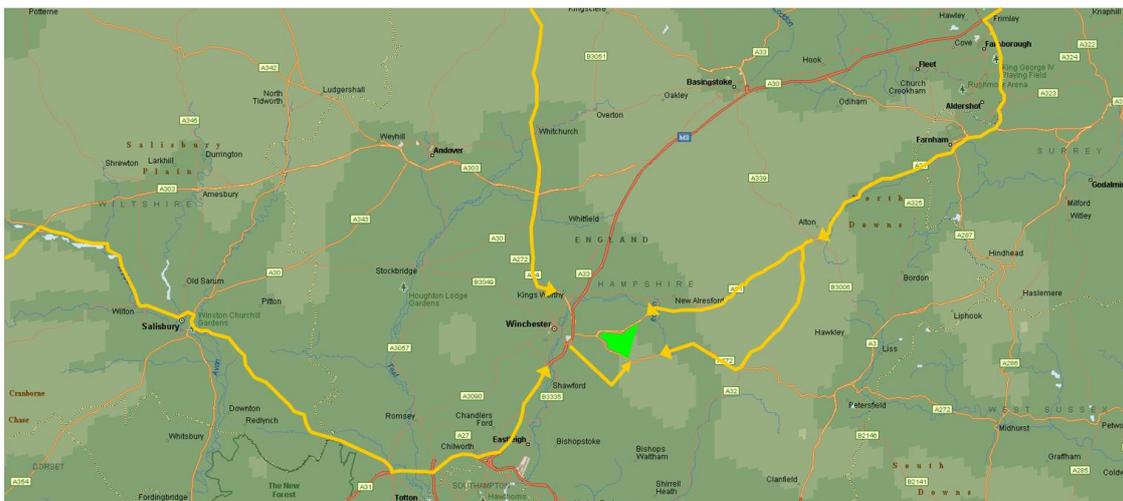
Accessed via White Gate L (Wednesday) or Gate L & Q (Thursday)

### 5.8.3 **General**

On Wednesday general car parking will be directed to use Red Gate A and Purple Gate E off the A31, and White Gate L off the A272

On Thursday, in addition to the above, White Gate Q will be used off Rodfield Lane from the A31.

## 6. Ingress Routes



### 6.1 Coach Travel

Coach travel is an integral part of the Transport Plan.

In 2019, we are expecting to sell up to 12,000 coach packages.

For 2020, we plan to sell up to 15,000 coach packages – although more will be sold if demand requires.

The temporary coach park has space for 24 coaches to load/unload simultaneously.

The current operational windows are below. These can be extended if required, but should be kept outside rush hour where possible.

Wednesday 1000 – 1800

Thursday 0800 – 1930

Friday 1100 – 1300

Monday 0600 - 1700

Allowing for 30 minutes per coach, gives a capacity of 528 coaches on Monday.

Coach travel is encouraged by discounting the festival ticket by a significant amount, around £25, if they are bought with coach travel. Coach Travellers also benefit from the ability to enter on Wednesday FOC. These tickets can only access the festival through the West Pedestrian Gate as they will not scan at another gate.

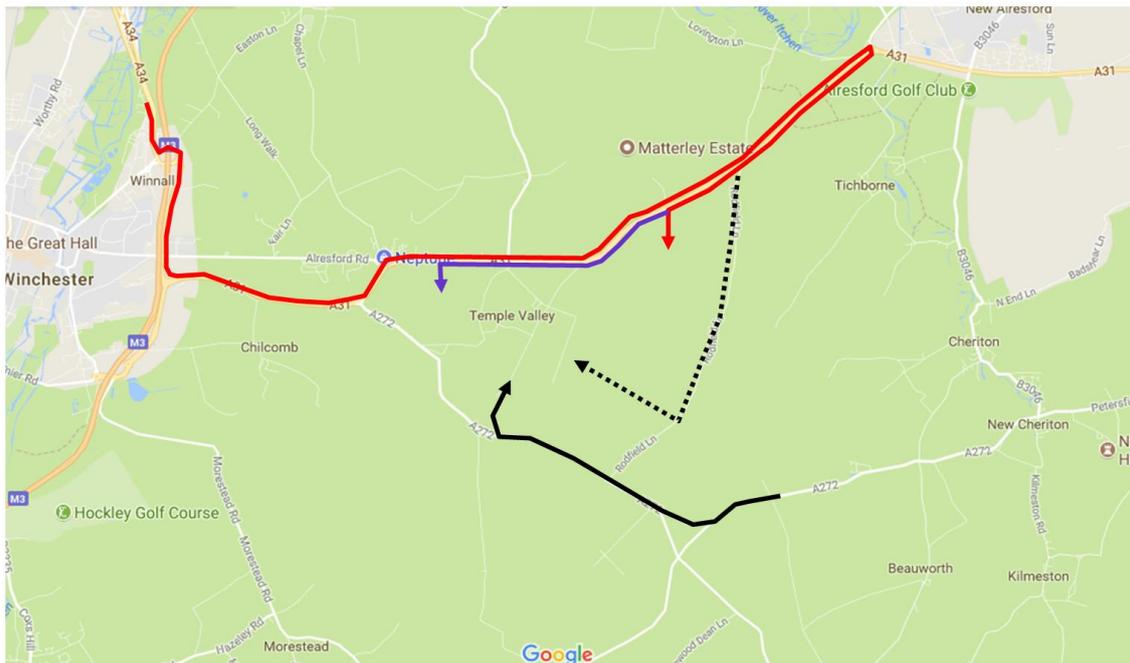
Coach arrivals will be spread throughout the day to reduce pressure on the roads and the pedestrian gate, with maximum passenger numbers as below for Wednesday and Thursday

0800 – 1100, 2,000 passengers per hour

1100 – 1500, 1,300 passengers per hour – this lower limit coincides with peak shuttle bus arrivals

1500 – 1900, 2,000 passengers per hour

## 6.2 Public Parking



Black Dotted – Contingency on Wednesday, but Primary access off the A31 leading to White Car Park via Rodfield Lane on Thursday - Gate Q

Purple – Access to Purple Public Contingency Car Park and Boomtown Springs – Gate E

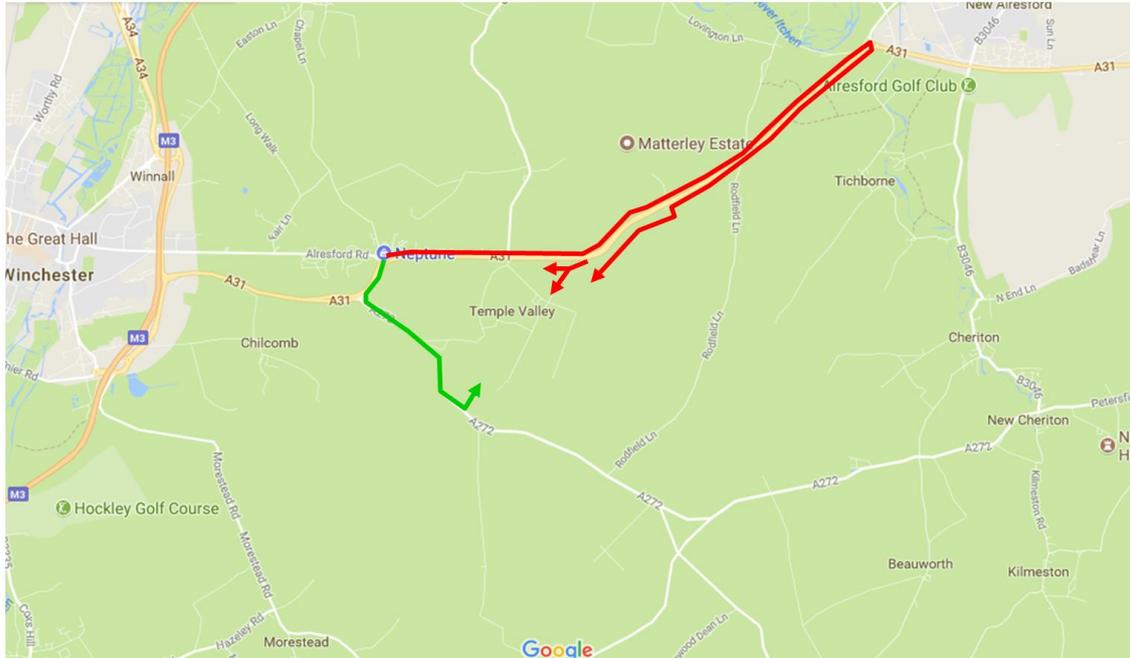
Red – Primary access Wednesday and Contingency Access (Thursday) to White Car Park – Gate A

Black – access to White Car Park – Gate L

### 6.3 Build, HGVs, Deliveries

HGVs use Red Gate B.

Volunteers, Crew and deliveries will use Red Gate A, or Orange Gate K if they are for Whistlers Green/Kidztown or Sponsors.



### 6.4 Traders

To allow space for searching and accreditation, traders will use various routes depending on their arrival day.

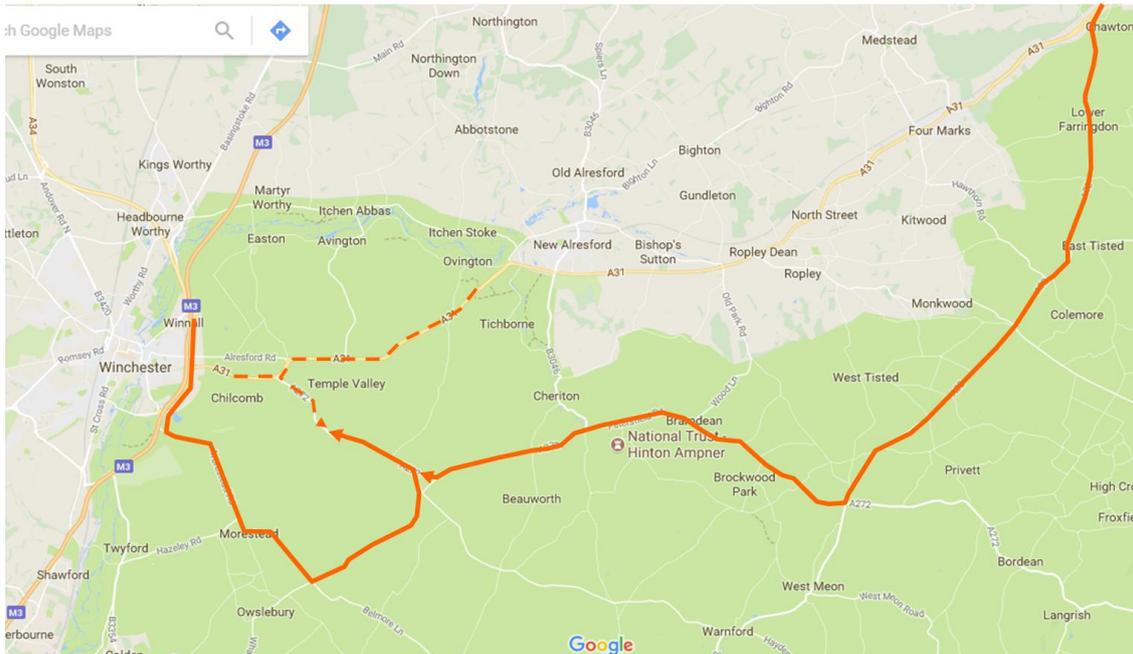
The majority of Traders will arrive between Saturday and Tuesday. Traders will be directed to enter the site at Gate F. The Shuttle Bus and Coach areas will be used for searching – the shuttle bus ticket sales cabin will be used for accreditation. They will then either remain on an internal route to Downtown, or will exit Gate G to re-enter at Gate K for Hilltop and Temple Valley areas.

From Wednesday 12<sup>th</sup> August, onwards, Traders will use Red Gate to Access site – with all other crew.

## 6.5 Public Campervans

Campervans are signed in on the following routes. These are designed to avoid the A31 to avoid the public transport and public car park entrances, however many drivers choose to follow the J9/A31/A272 route.

The A31/A272 route (dashed line) is signed to pick up those people who ignore signage further afield or are local to the event.



## 6.6 Shuttle Buses from Winchester Train Station

Shuttle Buses run from Winchester Train station to the site and back from Tuesday will Monday.

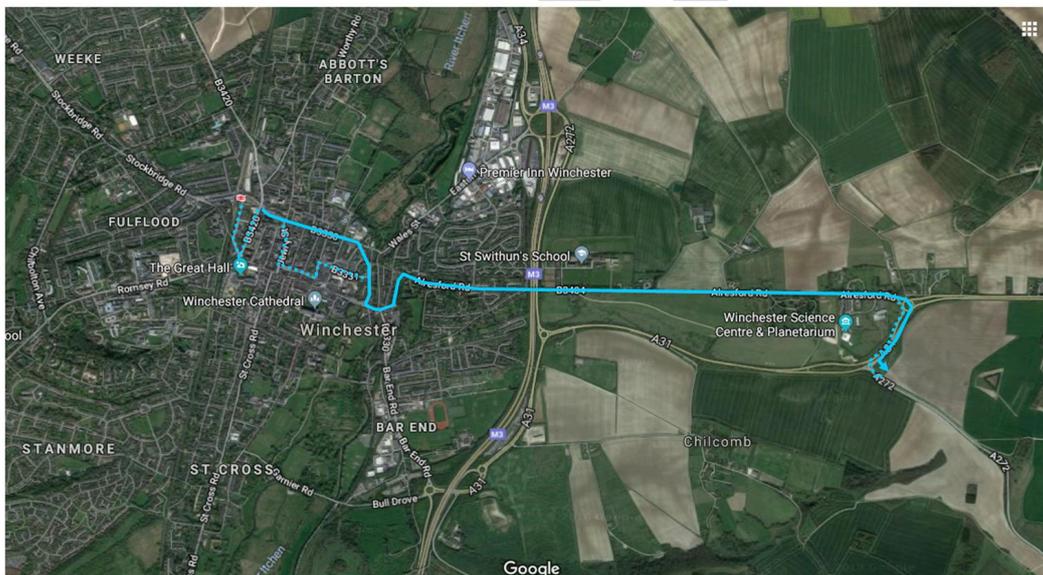
On Tuesday a limited service will be available for crew travelling to site.

From Wednesday to Sunday, Crew and Public travel will be permitted.

On Monday, only travel away from site will be permitted – unless there are exceptional circumstances.

The shuttle bus runs into and out of Winchester on the below route.

Solid line is to site into Gate F, dotted line is return from Gate G.



### 6.6.1 Shuttle Timetable

*The below is from 2019 and is indicative of the service to be scheduled for 2020.*

With the increased capacity for Wednesday, more busses will be needed for Wednesday and fewer for Thursday.

Tuesday: 11am until 8pm - (last bus from station) - 2 buses.

Wednesday: 9am until 9pm (last bus from station) – 15 buses

Thursday: 7am until 9pm (last bus from the station) - 12 buses

Friday: 7am - 7pm (last bus from the station) - 3 buses

Saturday: 7am - 7pm (last bus from the station) - 3 buses

Sunday: 7am - 9pm (last bus to the station) - 3 buses

Monday: 6am - 7pm (last bus to the station) - 26 buses

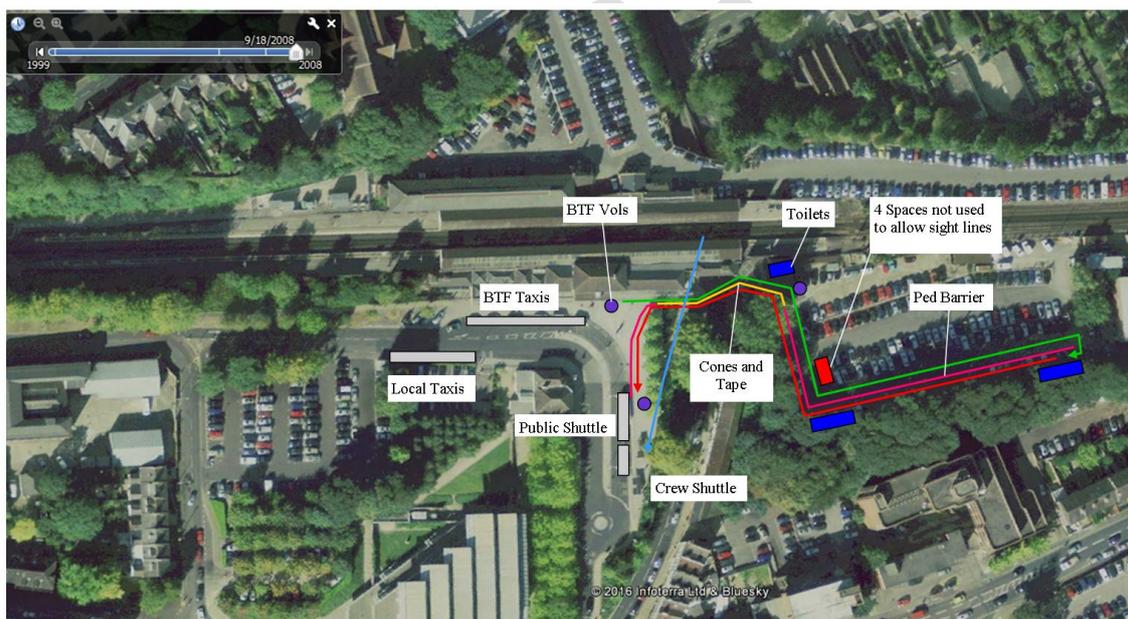
## 6.6.2 Winchester Train Station

The following plan will be implemented for the ingress of public as ticket sales dictate.

The plan will be operated on Wednesday and Thursday, with the ability to put it in place on Tuesday if necessary for the Crew/Volunteer arrival – but that is not expected to be required based on previous experience and sales numbers.

All infrastructure will be delivered on Monday night as a contingency to allow operation on Tuesday if passenger numbers are higher than expected.

South West trains will be responsible for all customers within the station building boundary. Once outside, Boomtown staff (volunteers, marshals & ticket sellers) will assist customers to find a shuttle bus or taxi.



## 6.7 Taxis

Taxis can access the site at 3 locations – depending on the passenger type

Crew/Artist/Volunteers – Alresford Road (B3404) to Percy Hobbs Roundabout, A31 eastbound to Alresford Roundabout (Lady Croft Farm), U-turn onto A31 Westbound – enter Red Gate. Follow signs to Red.

General Public including Boomtown Springs, Skylark and Tangerine Fields - Alresford Road (B3404) to Percy Hobbs Roundabout, then A272 towards Petersfield – enter Blue Gate. Follow signs to Blue

Family & Meadows - Alresford Road (B3404) to Percy Hobbs Roundabout, then A272 towards Petersfield – enter Orange Gate (this is past Blue Gate). Follow Signs to Orange

## 6.8 Emergency Services Access Routes

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

RV Points for emergency service vehicles are:

- RVP1 – Red Gate B on the A31
- RVP2 – Orange Gate K on the A272

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

## 6.9 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 volunteers on the B3404. It was found that people choosing to walk along the A31 and A272 were not ticket holders for the event.

**Any persons choosing to walk to the site do so at their own risk. The organisers have done as much as practicable to reduce need for people to walk along major routes to the event, and take no responsibility for those choosing to ignore safer options of travel.**

Sunday ticket holders (Local Residents) will be provided a map of safer walking options from local villages – this will include such routes as the South Downs National Way, but should not show routes along the A31 or the A272.

### 6.9.1 South Downs National Way

As the site is bisected by the SDNW, and for the safety of those using the route, a diversion will be in place for 2020.

At the time of writing, the Diversion Plan has not been finalised.

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### 6.10 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.

A number of road closures will be put in place to protect local residents from Boomtown traffic. A residents pass will be created and distributed to give permission for residents to pass through the closure points.

### 6.11 Oil Tankers

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

### 6.12 Sunday Tickets

Boomtown provide 1,000 Sunday Tickets for the event. This is to enable residents living within the vicinity of the site to visit the site and experience the event whilst not committing to a full weekend ticket.

These ticket holders are only able to be accredited on Sunday and do not camp on the site.

Travel to and from the site is in the same way as any other member of the public, i.e. by Shuttle, Taxi, Drop & Collect or by Car.

The event will be “geared up” to accept those travel options on Sunday – when there are minimal other transport movements onto or off the site.

Ticket holders who drive to site are advised to park in Orange Car Park – accessed via Gate K or L off the A272 for their visit, but they are able to access any of the public car parks around site – except Gate Q.

Sunday Ticket Holders will be provided a map of suggested walking routes from the local villages, should they wish to walk to the event.

## 7. Ticket Accreditation and Sales

There will be limited checks of passes and tickets on access to the external perimeter of the site (e.g. car parks, coach park, PUDO, etc.) 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.

Public Car Parking stickers will be sent in advance of the show to speed up access to the site. If one has not been purchased in advance, it can be purchased on site.

All campervans are subject to search and will exchange tickets for their sticker and wristbands whilst this is happening.

## 8. Egress Operation

The traffic cell (to include CTM, Hampshire Constabulary and WCC Highways), 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.

Transport operations run for a longer period, with coaches scheduled to depart from 0600.

Most operations affecting the highway should be complete by 1700, barring any incidents on the network.

### 8.1 Egress Routes during Peak Ingress

The below is the same as the 2019 plan.

For the northern side of the event site, Purple Gate C is the exit for site traffic, crew, artists, volunteers and public from Red Car Parks; this gate feeds into lane 1 on the westbound carriageway of the A31.

Purple Gate D is an exit from Purple Car Park.

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

For the west side of site, Blue Gate G is the dedicated exit for Blue Gates (F&H) for the duration.

During the event (Friday till Sunday) Gate Q will not be used as an exit point. Any cars wishing to leave site and return, will be directed to use Gate K/L from the White/Orange Public Car Parks, and Gate C from the Red Public Car Parks.

## 8.2 Post Event Egress Routes

The below is the same as the 2019 plan.

Purple Gate (C), Orange Gate (K), and Blue Gate (G) will remain the main egress gates for the duration of the event for the north, south and west sides of the event site.

Purple Gate (D) will exit cars onto the A31 westbound into Lane 1.

A route onto Rodfield Lane provides an additional egress point for the White Car Parks.

All public transport and public collections for the egress will access the site through Blue Gate (F&H), as per ingress.

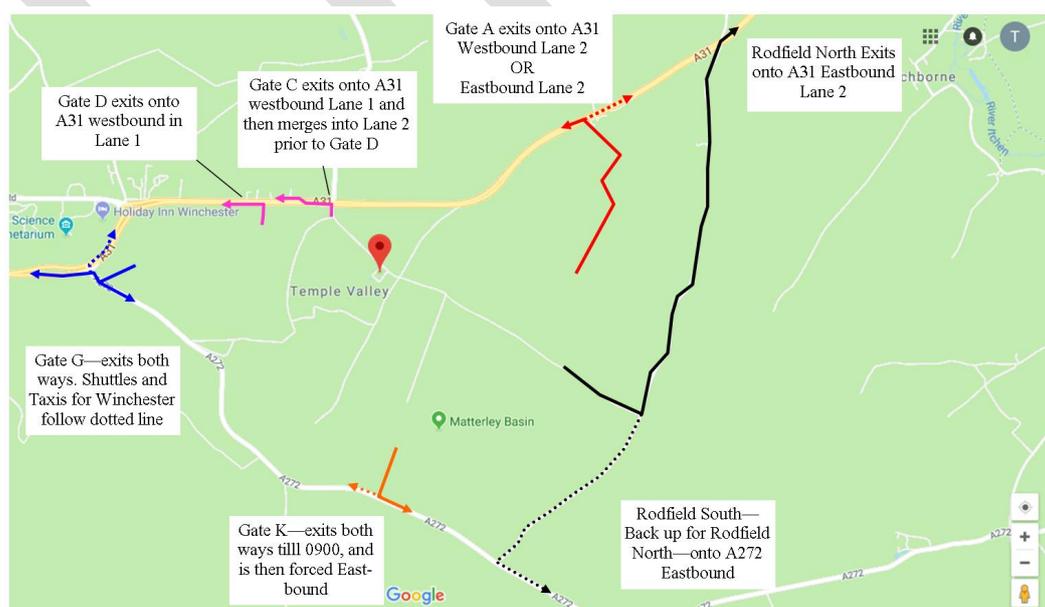
Rodfield Lane North will be used as an exit by crossing traffic onto the eastbound carriageway lane 2. To safely perform this manoeuvre, some significant traffic management is required as well as CSAS Accredited staff to monitor and back up the operation.

Rodfield Lane South may be used as an egress point from the White Car Parks. Managed by a set of traffic lights, and a No Entry order, this would be a left turn to take vehicles east on the A272. This egress point would only be used if Rodfield Lane North were “out of action”.

Traffic leaving through Blue Gate (G) will be allowed to turn left or right.

Traffic leaving Orange Gate (K) will be allowed to turn left or right until 0900; 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.

Red Gate (A) is the Red Public Car Park egress point. It will have equipment to exit vehicles onto the A31 Westbound OR the A31 Eastbound as the traffic conditions dictate, but primarily Eastbound.



## 9. Pedestrian Safety and Access

### 9.1 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 Shuttle Bus Drop off point to Meadow Gate – crossing the Orange Gate (K) Road near Meadow Gate.
  - A controlled crossing point has been designed and will be stewarded by Boomtown Volunteers.
  - Security are nearby to assist, although the number of pedestrians will be very light.
  - Traffic routes have been designed to avoid the crossing, with only a few site vehicles and the shuttle bus needing to cross the pedestrian route.
- From Red 3 Car Park to East Gate
  - The entrance to the pedestrian queue will be narrowed down so that pedestrians cross at opposite and directly into the queue.
  - The track on the southern side of Red 3 will be very lightly used with only service vehicles needing to use it.
- From Red 4 Car Park to East Gate
  - Only late arriving crew and artists will be driving across the pedestrian route, along with usual service vehicles and security.
  - The majority of the route will be through parked cars.
  - Stewards will assist where the pedestrian route crosses the vehicle route.
- From White Car Parks to East Gate
  - This pedestrian route crosses the service road/security perimeter track identified above, and also crosses the East Campervan access route.
  - The track is not a route used by public, only a few site vehicles need access.
  - Campervans arrivals are expected to be around 250 per day.
  - A crossing point will be in place using pedestrian barrier to control the vehicles.
- In the Blue area, there will be conflict in the drop/collect and taxi areas.
  - The drop and collect area and the taxi rank will be fenced to allow control of vehicles and delineation of their area.
  - Marshals will assist in controlling vehicles, and volunteers will assist with pedestrians.
  - As this area will be similar to any “normal” car park or taxi rank, pedestrians and drivers can be expected to be familiar with the risks.
- A contingency Egress route from Purple Car Park to Gate G.
  - If needed, this route would take cars across the pedestrian egress point from site.
  - The gate infrastructure, security and marshals would provide a controlled crossing point, with the perimeter fence funneling pedestrians to the control point.
  - Vehicles and pedestrians would take turns crossing the X-roads, with security and traffic marshals working together to control each flow.

- This route was used in 2018, but only after the pedestrian flow had died down – this would be the plan for 2019.

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## 9.2 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.

### 9.2.1 Public Access Gates

Gate	Gate Type	Access Rules	Access for	Operational Days and Times (Dates TBC)
West Gate	Pedestrian	Entry and Exit	Public ticketholders arriving via public transport, coaches, drop off and bicycle.	Wednesday 12 <sup>th</sup> August – Monday 17 <sup>th</sup> August. Wednesday 12:00 – 22:00 Thursday 08:00 – 22:00 Thereafter 10:00 – 22:00
North Gate	Pedestrian	Entry and Exit	Boomtown Springs ticketholders only. Contingency access for Public	Wednesday 12 <sup>th</sup> August – Monday 17 <sup>th</sup> August. Wednesday 12:00 – 22:00 Thursday 08:00 – 22:00 Thereafter 10:00 – 22:00
East Gate	Pedestrian	Entry and Exit	All public ticketholders parking in White 1 Car Park and Red Car Parks 3&4.	Wednesday 12 <sup>th</sup> August – Monday 17 <sup>th</sup> August. Wednesday 12:00 – 22:00 Thursday 08:00 – 22:00 Thereafter 10:00 – 22:00
South Gate	Pedestrian	Entry and Exit	All public ticketholders parking in White 2 and Orange Car Park – Skylark, Prepitched Tents and Public.	Wednesday 12 <sup>th</sup> August – Monday 17 <sup>th</sup> August. Wednesday 12:00 – 22:00 Thursday 08:00 – 22:00 Thereafter 10:00 – 22:00
Meadow Gate	Pedestrian	Entry and Exit	Family and Meadow ticket holders	Wednesday 12 <sup>th</sup> August – Monday 17 <sup>th</sup> August. Wednesday 12:00 – 22:00 Thursday 08:00 – 22:00 Thereafter 10:00 – 22:00
Campervans	Vehicle	Entry and Exit (no re-entry)	Public in live in vehicles for General, Meadow and Family Campervan fields.	Wednesday 12 <sup>th</sup> August – Monday 17 <sup>th</sup> August. Wednesday 12:00 – 22:00 Thursday 08:00 – 22:00 Thereafter 10:00 – 22:00

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

*The times above are planned operational times – advertised times to the public will vary to influence their arrival profile.*

Gates may start processing and wristbanding people early to alleviate queues, but those people will remain outside the fence line.

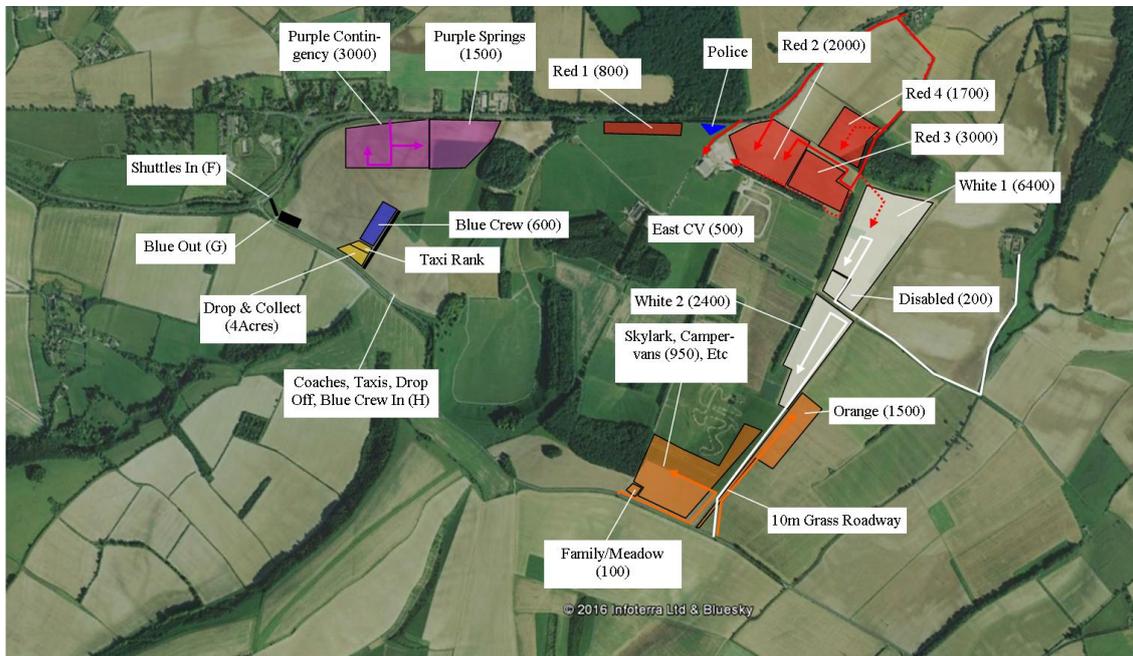
This will be coordinated by BTF, Security, H&S, Event Control, Volunteers, CTM, and any other parties who are involved with the readiness of the arena and gates.

### 9.2.2 Crew Access Gates

Gate	Gate Type	Access Rules	Access for	Operational Days and Times (Dates TBC)
1	Vehicle	Exit Only	Exiting production vehicles, deliveries and crew live in vehicles.	Monday 15th July – Monday 12th August
2	Vehicle	Entry Only		Tuesday 6th – Monday 12th August
2A Artist Entrance	Pedestrian	Entry and Exit	Artists & guests	Tuesday 6th – Monday 12th August 24 hours for accredited Artists
3	Vehicle	Entry and limited Exit	Crew, Volunteers, Early Artists and Deliveries	Monday 15th July – Monday 12th August 08:00 – 22:00 daily
3A – Crew Entrance	Pedestrian	Entry and Exit	Crew, Volunteers & early Artists	Saturday 27th July – Tuesday 13th August 08:00 – 22:00 daily
4	Vehicle	Entry and Exit	Crew, Traders, Artists, Hilltop HGV Exit and limited public campervan / Meadow access.	Saturday 3rd – Tuesday 13th August and will be 24 hours.
5	Vehicle	Entry and Exit	Traders and Crew. HGV exit Downtown.	Saturday 3rd – Tuesday 13th August and will be 24 hours.
5a	Pedestrian	Entry and Exit	Crew and Traders parking in Blue Car Park	Saturday 3rd – Tuesday 13th August and will be 24 hours.

## 10. Car Parking Operation

### 10.1 Description of Areas and Access



## 10.2 Car Park Capacities

The precise areas of land to be put to grass, for use as car parks, agreed between Matterley and Boomtown is to be finalised.

There will be sufficient parking and contingency for the number of vehicles for the event.

There is space for around 24,150 vehicles to park on site.

Some vehicles are not on site for the entire duration – e.g. artists

Area	Size	Capacity
Purple Springs/Contingency	30 Acres	4500
Red 1 Artists	5 Acres	800
Red 2 Crew	14 Acres	2000
Red 3 Public	20 Acres	3000
Red 4 Public	12 Acres	1800
White 1	44 Acres	6600
White 2	16 Acres	2400
Orange	10 Acres	1500
Campervan	40000 sqm	850
Meadow Car Park	1 Acres	100
Blue Car Park	4 Acres	600
<b>Total</b>	<b>168 Acres</b>	<b>24150</b>

Total Spaces required on site – 20,275 (20,595 minus 320 Coaches)

## 10.3 Parking Plan

### 10.3.1 Wednesday

Public cars will be directed to use Red Gate A for White 1/Red 3 car parks off the A31 and Orange Gate K/L for White 2 car park.

Springs will use Purple Gate E.

Campervans will use Orange Gate K

The Blue Public Transport Hub will operate fully – using Gates F, G and H for access/egress.

Red 1 and Red 2 will also be open to allow Volunteers, Artists and Crew to arrive – these areas will have been in operation for some time prior to public arrivals and are accessible via Gate A from Monday.

Meadow/Disabled will use Orange Gate K to access their camping/parking areas.

### 10.3.2 Thursday

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

Purple car park will be split into 2 parking areas – Boomtown Springs and Public Contingency; North Gate being served by those vehicles. This allows West Gate to redirect pedestrians to North Gate if required or vice versa.

Orange will have a forward section for people needing accessible parking – adjacent to Meadow Gate

Red Car Parks (1, 2 and 3) will be continue to operate and are split into Artists, Volunteers and crew in Red 1 and 2. Gate A becomes the secondary entrance for public parking into Red 3 & 4.

The White Car Parks will be vehicles for East/South Gate. White 1 and Orange will be parked concurrently, from Gate L and Rodfield Lane (Gate Q) respectively. Access to White 2 is also available via either gate, but will be “full” from Wednesday arrivals. A section nearest South Gate will be reserved in Orange to allow forward parking for Skylark and Disabled customers.

All other car parks will retain a small forward section for disabled people. Pre-booked disabled parking is in Meadow, so these other spaces are to be used at the discretion of the car park supervisor, and could be for non-blue badge holders – e.g. broken leg, pregnancy, etc.

Parking Access routes and directions can be seen on the diagram in 10.1

### 10.3.3 Friday, Saturday and Sunday

The majority of vehicles are on site by this time.

All the car parks will remain operational, however, Rodfield Lane will be closed. Access into and out of White, Red and Orange Car Parks will be via Gate K and Gate C.

## 11. Emergency Services

The Emergency services have been made aware of the event and have been asked to communicate any request in advance of the event to the organisers so that their needs can be catered for.

They have also been made aware of the Event Control contact procedures so that they can request assistance from the organisers during the event – e.g. if they have a blue light emergency in the local area.

### 11.1 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 and Collect area is located close to Winchester to make their journeys easier, and also to encourage its use – thereby relieving the number of vehicles stopping outside the event.
- 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.
- 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.
- BTF to provide towing services for Thursday and Monday to allow a response to breakdowns on the surrounding roads.
  - BTF contract a recovery vehicle to be available to recover those vehicles. It is stationed in the Public Transport Hub.

### 11.2 Access Routes

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

Initial RVP points are at Red Gate B and Orange Gate K.

## 12. Communications

### 12.1 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 – sent out with postcode and advice on which signage to follow. Information should include advice on sat nav use; follow signs not sat navs when approaching the site.
- 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 onsite VMS'.
- 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.

## 12.2 Local Residents and Communities

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

- On the event website 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 has confirmed that they will be hosting a series of meetings with the local parish council where traffic concerns will be specifically discussed. The debrief meetings have now taken place. The concerns arising from 2017 have been addressed e.g. use of Gate E, road closures and signage in the Itchen Valley, increased advance warning further afield from the event.
- TTROs will be advertised either on council websites 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 at least two weeks prior to the event.
- A Public Information leaflet will be circulated no later than 21 days 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 website. Some local leaflet drops may also take place.
- A Messaging group will be created to keep Rodfield Lane and Orrs Meadow Residents informed about potential Traffic Management arrangements that could impact on them, and when they are taken away again.

### 12.3 Event Planning with Relevant Parties

As per all previous Transport plans, prior to the 2020 event, consultation will take place with all relevant parties and authorities and with local residents.

This will include, but not be limited to

- The Boomtown team and all relevant sub-contractors
- Hampshire Highways
- Winchester Highways
- Hampshire Constabulary
- Local Residents meetings – where residents are invited to meet the team and ask questions about the proposals

### 12.4 Event Control

An Event Control/production office will be set up by the organisers, in addition 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 from Tuesday to Monday to coordinate any issues with the event, police, security and any other interested parties.

The Event Control room allows the co-location of representatives from all the larger operational groups on site (e.g. Security, Traffic, Medical, volunteers, etc) as well as representatives of Boomtown and Hampshire Constabulary.

There is a dedicated phone line (Hotline) located on the Event Control desk, the number of which is publicised in the Public Information Document, Council Website, Parish Newsletters and a number of other locations. This Hotline allows anyone to report an issue into the control room and remedial action can be taken. This includes, but is not limited to, traffic, noise, security and litter.

## **13. Lighting**

### **13.1 Car Parks**

Car parks will be lit using tower lights

### **13.2 Access Points**

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

### **13.3 Pedestrian Routes**

As Above

Draft

## 14. Maintaining Routes To and From Site

### 14.1 Vehicle Recovery and Tow Away

A Medium Duty recovery vehicle will be contracted to be stationed within the Public Transport Hub.

It will be available to recover vehicles around the site on

- Wednesday 1000 - 2000
- Thursday 0800 – 2100
- Monday 0800 - 1600

In conjunction with the Internal Traffic Management Plan, a streetlifter will also be on site to relocate incorrectly parked vehicles on

- Tuesday 1400 - 2200
- Wednesday 0800 - 1600

### 14.2 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.

## 15. Traffic Management

### 15.1 A31

#### 15.1.1 Speed Limits

The A31 will be subject to a 40 mph speed limit for the event.

This is installed in stages to minimize disruption for other road users.

Wednesday	Westbound	from Lady Croft Farm Roundabout to the Percy Hobbs Roundabout
Thursday	Eastbound	from the Percy Hobbs Roundabout to Avington Lane
	Westbound	from Lady Croft Farm Roundabout to Percy Hobbs Roundabout
Friday – Sunday		as Thursday
Monday	Westbound	from Lady Croft Farm Roundabout to Percy Hobbs Roundabout
	Eastbound	from Percy Hobbs Roundabout to Lady Croft Farm Roundabout

#### 15.1.2 Coning

As per the speed limit, the coning on the A31 changes throughout the weekend.

##### Closures

From Tuesday to Monday, the A31 Eastbound between Spitfire Roundabout and Percy Hobbs roundabout will be kept to one lane. This ends prior to the Percy Hobbs roundabout, and is in place to allow shuttle busses to use the crossover and safely join the A31 towards Percy Hobbs Roundabout

On Monday (Egress) the Lady Croft Farm Roundabout will be closed for U-Turning traffic – forcing all eastbound A31 traffic to continue driving eastbound.

Traffic joining the A31 from Alresford is not able to join the eastbound carriageway – a diversion and advance warning signage is in place.

### Lane Designation cones

Wednesday	Westbound	from Rodfield Lane to 50m past Gate E
Thursday	Westbound	from 100 prior to Rodfield Lane to 50m past Gate E – with a gap between Rodfield Lane and the A31 Burger Van.
0300 Friday to 1600 Sunday	Westbound	Cones removed
1600 Sunday to 1700 Monday	Westbound	Through traffic merged into Lane 2 prior to Rodfield Lane  Gate C joins into Lane 1 and is merged into Lane 2 prior to Gate D  Gate D joins into Lane 1. Coning ends 50m past Gate E
	Eastbound	Through traffic merged into Lane 1 prior to Gate  Through traffic and Gate A exiting traffic merged into Lane 1 prior to Rodfield Lane

### Gap Closures

The gaps on the A31 will be closed from 0300 on Wednesday till 1700 on Monday.

The gaps at Gate C/Avington Lane and at Rodfield Lane will be opened from 0300 Friday till 1600 Sunday.

## 15.2 A272

### 15.2.1 Speed Limits

The A272 will be subject to a 40 mph speed limit for the event.

This is installed in stages to minimize disruption for other road users.

Saturday 8 <sup>th</sup>	Both Directions	From the A31 to south of the bends past Gate H
Wednesday 12 <sup>th</sup>	Both Directions	From the A31 to 100m past Rodfield Lane
Monday 17 <sup>th</sup>	Both Directions	Removed from 2000 hrs

### 15.3 Traffic Lights

Temporary Traffic Lights will be located around the site to increase safety and change priorities when required.

When in use, all the 2 and 3 – way lights will be monitored or operated by a qualified person dedicated to that position. They will also have a CSAS Operative to assist the traffic light controller.

The 4 – way set of lights can operate on a demand setting which automatically changes the lights when vehicles approach.

The lights at Gate K and L are located close to each other – it is likely that they will not be operated at the same time, but they are there if required.



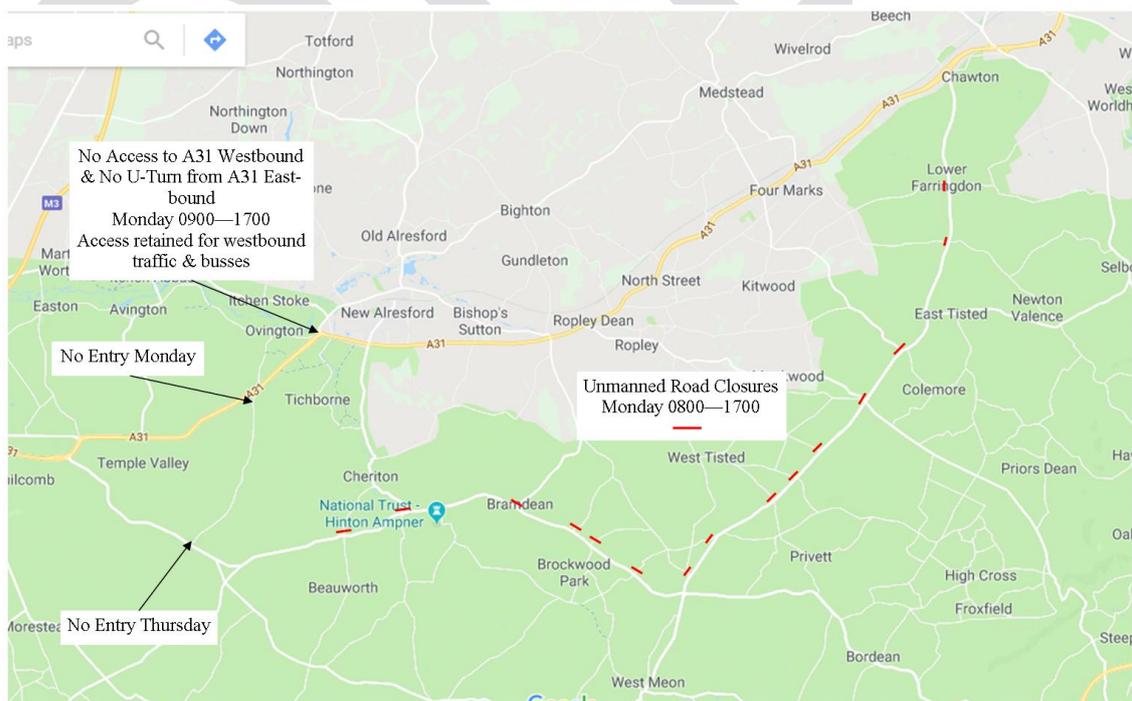
VA – Vehicle Activated

HE – Highways England

## 15.4 Road Closures

A number of road closures are applied for to operate the Traffic Plan.

These road closures are enforced either for the protection of local residents from Boomtown Traffic, to improve the movement of vehicles around the area or to dissuade people using routes by making internet mapping software redirect Sat Nav users.



### 15.4.1 Residents Protection

- Morn Hill will be closed, at its junction with Chapel Lane to prevent Boomtown customers from dropping off or parking in the local businesses
  - Tuesday 2000 till Friday 0800
- Avington Lane will be closed at its junction with the B3047 to prevent Boomtown traffic from cutting across to the A31 from the Itchen Valley
  - Wednesday and Thursday 0800 till 2000
- Avington Lane will be close at its junction with the A31 to prevent Boomtown traffic heading towards the Itchen Valley
  - Monday 0800 till 1700
- Spitfire Link from the Spitfire Roundabout to M3 J9 will be closed to force egress traffic to use J10 and J11
  - Monday 0900 till 1700
- A number of roads on the Northern side of the A272 and Western side of the A32 will be subject to a closure order to prevent Sat Navs from directing egress traffic from cutting across to the A31. These closures will be signed, but not enforced – unless there is a requirement to do so. E.g. Westfield Road, Cheriton Road (B3046), Wood Lane, Tithelands Lane, Kitt's Lane, Three Horsehoes Lane, Filmore Hill Lane, Brick Kiln Lane, Petersfield Road, Ropley Road, Mary Lane, Kitcombe Lane, Brightstone Lane.
  - Monday 0800 till 1700
- Lady Croft Farm Roundabout will be subject to a closure to prevent traffic heading east on the A31 from U-Turning. This also prevents Alresford traffic from heading directly to Winchester, and vehicles are signed to follow the B3047. This closure is manned so local bus services or HGVs can be accommodated
  - Monday 0900 till 1700
- The layby on the A31 eastbound adjacent to Percy Hobbs Roundabout and the layby on the A31 westbound prior to Gate B will be closed from Tuesday 0800 till Monday 1700 to prevent parking
- Cheesefoot Head Car Park will be closed from Monday 10<sup>th</sup> August until Wednesday 19<sup>th</sup> August 2020.

## 15.5 Variable Message Signs – VMS

VMS have been 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. Red 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 A272, Pedestrians in road, expect delays, redirect public between North and South Side of site if required.
- Inside/Outside Orange 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.

Some VMS signs are located 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.

Positions would be at West Gate, East Gate, South Gate and North Gate.

## 15.6 CSAS - 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.

The following positions and briefs are the primary deployment plan for the event.

Should traffic conditions dictate, or response be required to arising issues by the responsible authorities, then staff may be deployed at any positions around the event to facilitate changing conditions. This will only be done with liaison with Hampshire Constabulary, and where it is safe to do so.

### 15.6.1 Ingress Positions (Wednesday/Thursday)

Position	Brief
Manager	Supervise staff, liaise with ELT and car parking operations
Rodfield Lane North Thursday & Monday	Direct public traffic off the A31 towards Gate L, if traffic slows down, to direct on to Purple Gate E
Gate A Wed/Thurs & Mon	Direct public traffic into Red Gate A if traffic slows down at Gate E
Gate E Wed/Thurs & Mon	Direct public and Boomtown Springs vehicles into Purple Car Park
Gate F Wed/Thurs & Mon	Prevent any vehicles entering Gate F unless they are shuttle busses
Gate G Wed/Thurs & Mon	Assist the traffic lights to exit vehicles from Blue
Gate H Wed/Thurs & Mon	Assist the traffic lights to enter vehicles to Blue
Gate K Wed/Thurs & Mon	Facilitate turns into and out of Orange Gate K
Gate K Wed/Thurs & Mon	Facilitate turns into and out of White Gate L
Roaming Bike	Monitor traffic conditions around the site and at major junctions, report to Manager / Traffic Cell.

### 15.6.2 Egress Positions (Monday)

Position	Brief
Manager	Supervise staff, liaise with ELT and car parking operations
Rodfield Lane North	Assist with Traffic Management to exit traffic onto A31 eastbound
Gate A	Assist with Traffic Management to exit traffic onto A31 eastbound
Gate C	Direct traffic out of Gate C and monitor A31
Gate D	Direct traffic out of Gate D
Gate F	Prevent any vehicles entering Gate F unless they are shuttle busses
Gate G	Assist the traffic lights to exit vehicles from Blue
Gate H	Assist the traffic lights to enter vehicles to Blue
Gate K	Facilitate turns into and out of Orange Gate K
Gate L	Facilitate turns out of White Gate K
A31/A272 Junction	Ensure Shuttle Busses can cross the A31 to access Winchester
Spitfire Roundabout	Monitor exiting traffic, redirect to J10 when required
Roaming Bike	Monitor traffic conditions around the site and at major junctions, report to supervisor

## 16. Rodfield Lane

Using Rodfield Lane as an access and egress route from the site will impact residents who live on the lane and a small number of people who use this route.

Discussions have been held with residents to determine the least problematic solution for them, whilst maintaining a safe and efficient operation.

### 16.1 Overview of Operation

On Thursday, Boomtown traffic will head south on Rodfield Lane from the A31 and access the event site via the South Downs Way.

There will be no Boomtown traffic coming from the A272, so in effect, the road will be one way southbound.

On Monday 17<sup>th</sup> August, Boomtown vehicles leaving the event site will go North from the site access point towards the A31.

At the A31, all traffic will be forced east; using the gap in the central reservation.

In agreement with residents, a one way system will be put in place – No Entry orders will be used to enforce this, and a local WhatsApp group will be set up to inform residents of current conditions and changes.

- On Thursday, a No Entry will be in place on Rodfield Lane at the A272. Residents should travel south on Rodfield lane to the A272 with the Boomtown traffic flow.
- On Monday, a No Entry will be in place on Rodfield Lane at the A31. Residents should travel north on Rodfield lane towards the A31 with the Boomtown traffic flow.

Residents passes would allow them to be identified and be exempt from being directed a specific direction on Monday – at the Rodfield Lane/A31 junction or at the Rodfield Lane/A272 junction.

Over the weekend (Friday to Sunday) there could be an increase of traffic along Rodfield Lane compared to any normal day, but the volumes will be considerably lower there, and around the whole site, so no restrictions are required. No Boomtown traffic will be directed to use Rodfield Lane, and no vehicles allowed to exit from the site.

On Monday, as a contingency, the event will have the option to close Rodfield Lane at the A272 and direct all traffic southbound. At the A272, they would then travel east away from the site.

This contingency is in place to guard against the loss of an exit route towards the A31. This could be caused by an accident, breakdown, or other incident. If this were to be required, then residents would be communicated to using the Messaging group.

Residents have been asked to inform the Control Room of any issues that arise. They have also been asked to contact the Control Room if they require assistance getting to or from their property. The Messaging group will be for outgoing messages only.



CTM  
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Colliers Way  
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23<sup>rd</sup> July 2019

To Whom it May Concern,

### Boomtown Licence Increase

CTM have provided Traffic Management services to Boomtown since 2012, including consultation, design, liaison and on-site services. The site originally held 19,999 people, and now has temporary planning permission and a licence for 65,999 people. The event has applied for a licence increase of 11,000 to include 10,000 public and 1,000 crew.

We have produced a draft traffic plan to show how this would be achieved. The absence of representations from Responsible Authorities suggests they have confidence in our ability to deliver a successful and safe event at the applied for number. This would be based on the successes of the past years' operations and the high degree of mutual working in the planning and delivery of the Transport Management Plan.

There have been a number of representations from local residents who are impacted by the event. Some of their concerns are valid, some are less so. The following extracts from the Transport Management Plan are presented for your consideration when making your decision on the application.

- An increase in the licence will increase the number of vehicles and cause a public nuisance
  - David Templeman, Jane Ives, Dr & Mrs Silvester, Mr Brendan Gibbs, David Pain, Mr Robert Fox, Ruth Horner, Victor Lent, Martyn & Rosslyn Curwen-Bryant

#### **TMP section 1.0**

*Of the total number of public attendees, it is proposed that coach arrivals make up to 15,000 (25% of public) and shuttle buses to 8,000 (13.5% of public) – achieving the proposed new requirement of 30% set out in the proposed new licence conditions.*

*If required, this can be achieved by stopping sales of other ticket types on the website. There are controls/checks in place to ensure that people arrive by their booked method of transport.*

There is capacity within the 2019 event space to accommodate the increase in vehicles associated with the 10,000 public increase, and the 1,000 crew. To ensure that there continues to be some contingency and flexibility within the traffic plan, a new car park is proposed within Gate A – accessible from Gate A, Gate B and Rodfield Lane. To keep this in perspective, the 8,000 people would use around 3,000 vehicles – approximately a 15% increase to the 2019 plan. Although any increase in vehicles will bring an increase in traffic to the surrounding roads, this will be mitigated for the ingress phase by the increased take up of Wednesday tickets as will be seen in 2019.

- Pedestrians on the road – A272 and A31
  - Emily Fisher, Caroline Stanley, Sue Herdman, Alison Matthews

We accept that there are people walking on the roads around the event; this we work hard to mitigate and ideally eradicate. To help reduce the need and risk associated with these pedestrian movements, a number of measures have been implemented by the event.

#### **TMP Section 16.1.1 and 16.2.1**

The main areas where pedestrians walk on the roads are subject to a reduction in speed limit from a National Speed Limit to 40mph for pedestrian and vehicle safety

#### **TMP Section 7.9**

*Sunday ticket holders (Local Residents) will be provided a map of safer walking options from local villages – this will include such routes as the South Downs National Way, but should not show routes along the A31 or the A272.*

#### **TMP Section 16.4.1**

- *The layby on the A31 eastbound adjacent to Percy Hobbs Roundabout and the layby on the A31 westbound prior to Gate B will be closed from Tuesday 0800 till Monday 1700 to prevent parking*
- *Cheesefoot Head Car Park will be closed from Monday 5<sup>th</sup> August until Wednesday 14<sup>th</sup> August 2019.*

These sections are closed to prevent people parking around the site and walking to/from/around the fence.

#### **TMP Section 16.5**

*VMS have been used for 3 purposes*

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

This includes “pedestrians in road” messaging overnight when the event is not “open”

There is also a shuttle bus which transports people from the drop off, taxis, coach and train station arrival area (Public Transport Hub) to Gate K, meaning customers do not need to walk along the A272 to reach the Family, Disabled and Pre-pitched camping areas.

- Traffic using local roads and villages
  - David Templeman, Emily Fisher, Jane Ives, Caroline Stanley, Dr & Mrs Silvester, Mr Neil Saunders, Mr Brendan Gibbs, David Pain, Mr Robert Fox, Cllr Hugh Lumby, Sally Mason, Martyn & Rosslyn Curwen-Bryant

#### **TMP Section 16.4**

A number of road closures are put in place to protect residents from Boomtown Traffic.

The directional signage plan includes various directional signs around local villages to deter Boomtown traffic and advise of the appropriate routes.

These have been installed in consultation with the Itchen Valley and Ovington Residents and have proven effective at minimising the Boomtown traffic on those roads.

A number of representations have come in from Beauworth, where no such signage has been installed. We will ask the Community Liaison team to open a dialogue so that we can mutually work on an agreed plan to help mitigate these anxieties and address their concerns

- Blocked Roads, Coaches using Longwood Lane – prevention of travel to Winchester and Alresford
  - Most Representations – Re: Coaches, Caroline Stanley

Although there can be slow moving traffic around the event at peak times, the roads are never blocked – as can be attested by the arrival and departure of people through the gates.

A number of years ago, we trialled using Longwood Lane as a coach entry route when the coach park was situated inside Gate K off the A272.

This has not been the case for the last 2 Boomtowns, and coaches are not directed to use that route, nor do they. They are directed to use the A32 and A272 if they are approaching from London on the A3/A31.

**TMP Section 9.2** details the measures and timings of the egress plan for Monday, and demonstrates that every effort is made to prevent an inconvenience to commuters. No Traffic management measures are installed until after 0900 on Monday – allowing unimpeded travel along the A31 and A272.

- Locals simply do not attempt to go anywhere on Monday
  - Many Direct/Indirect references in the representations

**TMP Section 13.2** shows the many ways in which information is shared and is available to the local community.

If people are concerned about traffic on a route, we will, and have in the past, advise on the expected traffic levels and best routes for the to take.

- Gap Closures on the A31
  - Alison Matthews

One of the representations suggests that the gaps are closed on Wednesday, Thursday, Friday and Monday.

**TMP Section 16.2.1** shows that the gaps are not closed on Friday, but they are on Wednesday, Thursday and Monday for safety reasons.

In **TMP Sections 7.1 and 12.1** it is recognised that the gaps cause an inconvenience to local residents, but that they are implemented under recommendation from Hampshire Highways and Hampshire Constabulary.

Prior to 2018, the gaps were closed from Thursday to Monday. At the request of the residents, in 2018, we successfully trialled opening 2 gaps from Friday until Sunday. This is planned to continue for future events to relieve some of the nuisance for local communities.

In conclusion, we find it completely understandable that there is concern within the local community to the licence application, however, we feel that we are, and will be, doing everything practicable to minimise the impact on the local residents, businesses and communities.

The event will, of course, impact the local area and residents may experience some disruption, at the existing numbers and at the applied for increased number, but barely more than it currently does, with slow moving traffic in the area on Monday and smaller delays on Wednesday and Thursday.

Best Regards



Tom Ferris  
Senior Operations Manager – CTM

**Date: 31<sup>st</sup> May 2019**

Responsible Authorities for the Boomtown Festival at Matterley Bowl in Hampshire

Dear Sir/Madam,

## **Boomtown Festival Premises Licence Application - Noise**

Boomtown Festival UK Limited have appointed F1 Acoustics Company Limited as their sound management consultants since 2015 and therefore we have an excellent understanding of the complexities and requirements to comply with the Premises Licence Conditions relating to noise.

Boomtown Festival UK Limited propose to amend the Premises Licence for Matterley Estate, Winchester, to increase capacity to 76,999 (including 1000 Sunday tickets for local residents) from the Thursday of the event and limited to 27,500 public on the Wednesday.

Although capacities for the event are proposed to increase there is no current proposal to increase the number of main stages.

The sound level limits at the local noise sensitive receptors are not proposed to be increased and therefore there will be no change to the current sound levels experienced by the residents local to the event.

Boomtown Festival UK Limited strive to continually improve the on-site and off-site sound levels year on year with amendments to site layout and sound system design.

If the number of stages or size of stages were to be proposed for amendment in the future this would require approval by Winchester City Council Environmental Protection Department through the current licencing process where by a Noise Management Plan is submitted prior to each event with details of each stage and sound propagation predictions to demonstrate music noise level limits at the nearest noise sensitive receptors are achievable.

Based on the reasons given above, and our expert experience of the event and site, there is no reason the proposed increase in capacity would cause additional noise disturbance to local residents or increase the likelihood that music noise limits as set out in the existing Premises Licence Conditions would be exceeded.

Yours sincerely,



Robert Miller BSc (Hons) MIOA  
Director

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