



Kasabian – Summer Solstice 2

Saturday 20th June 2020

TRANSPORT MANAGEMENT PLAN

Version 1 - DRAFT 21.11.2019

Prepared by SEP Ltd on behalf of



Tracsis^{plc}

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Amendments from N/A

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1.1 - Traffic Management Plan Objectives.

The purpose of these objectives is to clearly set out the framework defined within the plan, to ensure that key areas of interest are duly noted.

The objectives are as follows:

The maintenance of public safety on the road networks.

This is the key objective and the primary reason for such detailed traffic management planning. Public safety must be protected at all times, and the event must take all reasonable, practicable measures to ensure that the risk to life is minimised. This is also true for those people working at the event. The TMP maintains this objective however in the case of unforeseen or circumstances where risk to life is imminent, all procedures can be overrun by special police emergency powers.

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

Detailed planning of the supporting infrastructure is included with the TMP. This planning is the crucial element in meeting the key objective listed. SEP, in conjunction with all other concerned parties, will agree the type and structure of the supporting traffic management proposals to ensure that the public highway is, in as much as is practicable, kept clear of unnecessary congestion. The plan should be suitably robust enough to cope with all anticipated issues raised as a direct result of this event taking place.

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

It is important that any event seeks to minimise its' impact upon the local community. This event will introduce a series of measures as detailed in the TMP that will seek to mitigate any adverse effects on the community. These will include No Waiting orders and such like to prevent disruption wherever possible.

Sub aims and objectives will develop within the plan in line with the requirements of the Event.

SECTION 2 - Event Information

2.1 - Event Data

Location	Victoria Park - Leicester
Date of Event	20 th June 2020
Show Times	TBC
Operational Date	TBC
Build Dates	17 th – 19 th June 2020
Advanced Signage Date	WC 8 th June 2020
Signage Install Date	18 th – 19 th June 2020
Signage Removal Date	21 st June 2020
Type of Event	Music Concert
Audience Profile	18 – 35 with a 60:40 Male to Female Ratio
Expected Capacity	TBC

2.2 - Scope Of Works

Service	Supplier
Event Directional Signage	TBC
Traffic Management	TBC
Pick up and Drop off	TBC

2.3 - Event Contact List

Based on the 2014 schedule of agencies, up to date and accurate contact details will be included following SAG & Sub Group planning meetings

Agency / Company	Representative	Contact Number	e-mail
Live Nation	Andrew Craig	0207 009 3333	Andrew.Craig@Livenation.co.uk
Leicestershire City Council - Traffic	Joghinder Singh	0116 223 2181	joginder.singh@leicester.gov.uk
Leicestershire City Council - Traffic	Kevin Smith	0116 223 2181	kevin.glyn-smith@leicester.gov.uk
Leicestershire City Council - Festival & Events Team			
Leicestershire City Council - Parking Enforcement			
Leicestershire City Council - Transport			
Leicestershire City Council - Parks			
Leicestershire Police			
British Transport Police			
East Midlands Trains			
EMAS			
Highways Agency			
Leicestershire Fire			
SEP Events	Alex Fish	07718 109583	afish@sepevents.co.uk
SEP Events	Charlie Hall	07966 621112	chall@sepevents.co.uk

2.4 - Kasabian 2014 / 2020 Recommendations

Victoria Park is situated to the South East of Leicester. It is a public park and thoroughfare of 69 acres. The park accommodates two war memorial sites to commemorate the fallen on the First World War and D-Day. Victoria Park sits within three wards which are Castle, Spinney Hills and Stoney Gate. There is a good transport infrastructure. Leicester Rail Station is located less than one mile away which is situated on the West Coast Mainline linking to London and Sheffield. There are also regular bus services running till 2300hrs each night. In addition to public transport, there are over 2,000 car parking spaces available around the park itself and an additional 7,000 available around Leicester.

In 2014, Leicester was host to Kasabian at Victoria park. The original traffic plan was a creation following on from a number of SAG groups and Transport Subgroups. On the whole, the traffic plan was a success and worked well in terms of operational detail. There was however one issue pertaining to the traffic plan which was the volume of attendance at the station post event. Despite communications around the lack of transport, there were a significant number of people who hadn't arranged homeward travel and as such were stranded at the station. Approx 10k travelled to the event using the rail network however approx. 5k returned to the station after the event caused an overcrowding at the station. This was an issue identified through the planning meetings. Public transport operators were invited to attend the transport subgroups however weren't always available to attend every meeting to share their expertise.

In order to minimise this happening again for 2020, there needs to be a more robust crowd management plan for the station but also consideration needs to be made to the traffic plan to offer people either use an alternative method of transport or to plan their journey more effectively. A couple of options for further discussion are

2.4.1 - Car Park Usage Data

Look back at 21st June 2014 and gather data around the NCP usage over that weekend. Look to 'carefully' promote availability of parking as a transport option.

2.4.2 - Clearer Pre-Event Travel Comms

Once the traffic plan has been finalised, and transport arrangements agreed there should be a strengthened communications strategy from the event to ticket holders explaining the varying options available to them. This would also provide train times and instructions to plan homeward journeys.

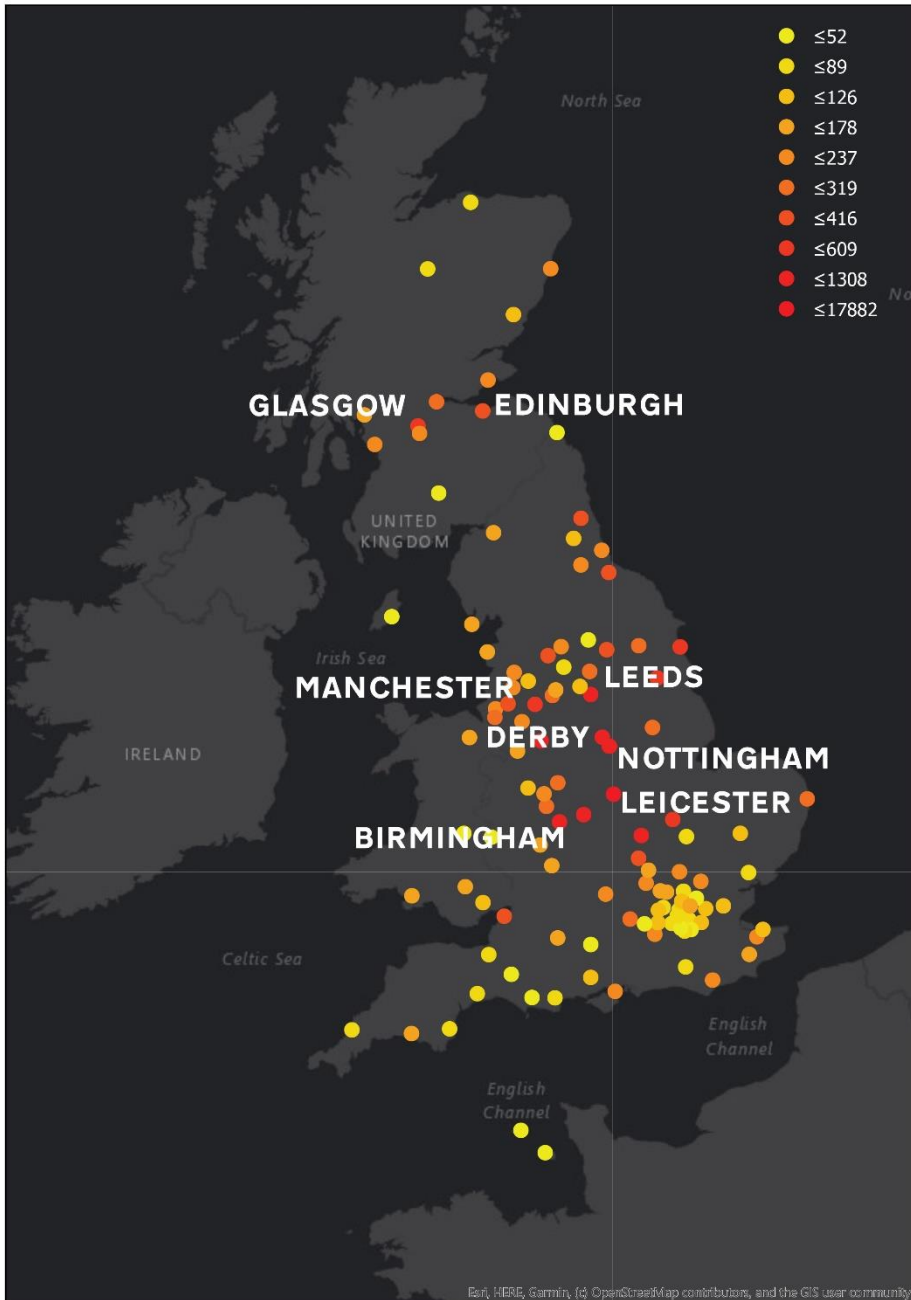
2.4.3 - EMT to be part of SAG / TSG planning meetings.

Essential stakeholders from transport operators to attend meetings & subgroups in order to be completely abreast of operations & expectation.

2.4.4 - Park & Stride / Other City Centre Shuttles

In 2014, Leicester Racecourse was the location of the 'Park & Stride' operation. This was an opportunity for those driving to have a parking area to the south of the venue allowing quick access away from the event back to the motorway. The area would easily accommodate approx. 800 vehicles however in 2014, it only catered for 621. The suggestion for 2019 would be to utilise this extra space to operate an event shuttle bus service. The shuttle busses would have specific destinations i.e. Derby/Nottingham etc... allowing concert attendees to return to these locations without relying on rail. This would also allow an onwards travel facility for people who may experience the rail service being oversubscribed.

2.5 - Heat Maps



The heat map indicates where the focus of ticket sales has originated from. This data has been scaled up from a sample of 7k to replicate future expected sales.

The sale density is represented by a colour scale, yellow indicates a lower number of sales per area and red indicates the high level of sales per area.

As anticipated, the larger three cities close to Leicester have the highest ticket population and their routing to the event would be predominantly using the M1 to access using car or the existing rail network if wanting to arrive by train.

The largest density of sales is from Leicester.

2.6 - Event Site – Detailed Site Plan TBC



SECTION 3 - Build Traffic (TBC)

The WC 8th June, advanced warning signs will be erected by SEP.

In the week before the show all signs for the event will be placed out by SEP as per the signing schedule.

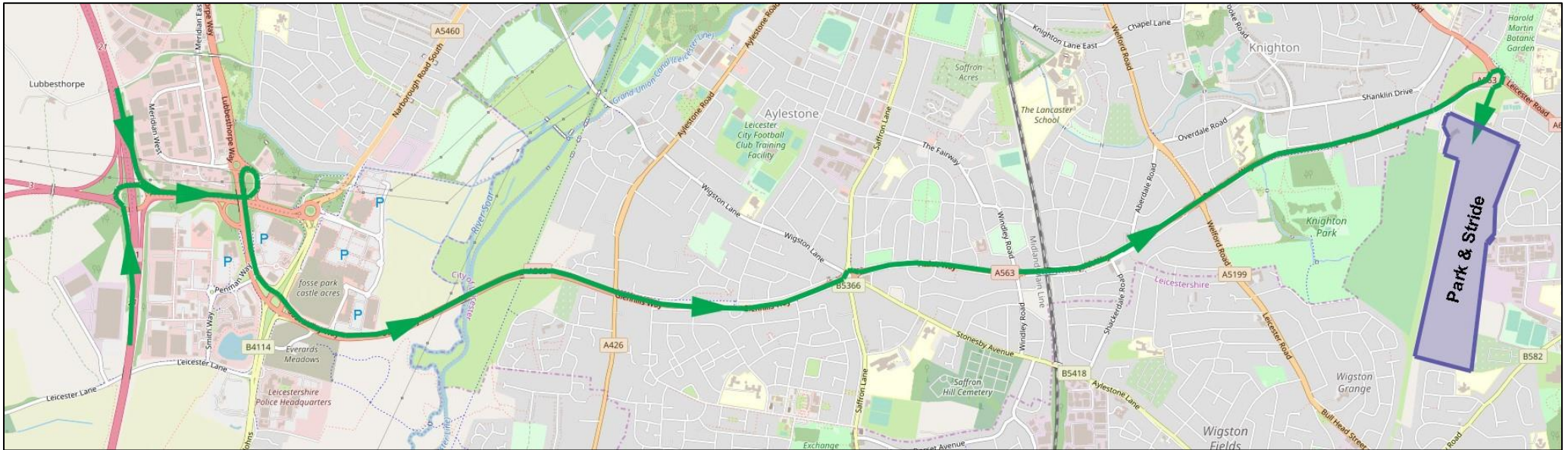
Build period vehicle passes and labels will be issued to vehicles entering the site. These are to be displayed in the windscreen at all times and will display a contact number for the driver in case their vehicle causes an obstruction at any time on site. All vehicles entering the site will be subject to the site's speed limits and routes.

All contractors moving around the site must have their own Risk Assessments and insurances for the purpose of their activities.

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SECTION 4 - Route Overview

4.1 - Green Route - Park & Stride - M1



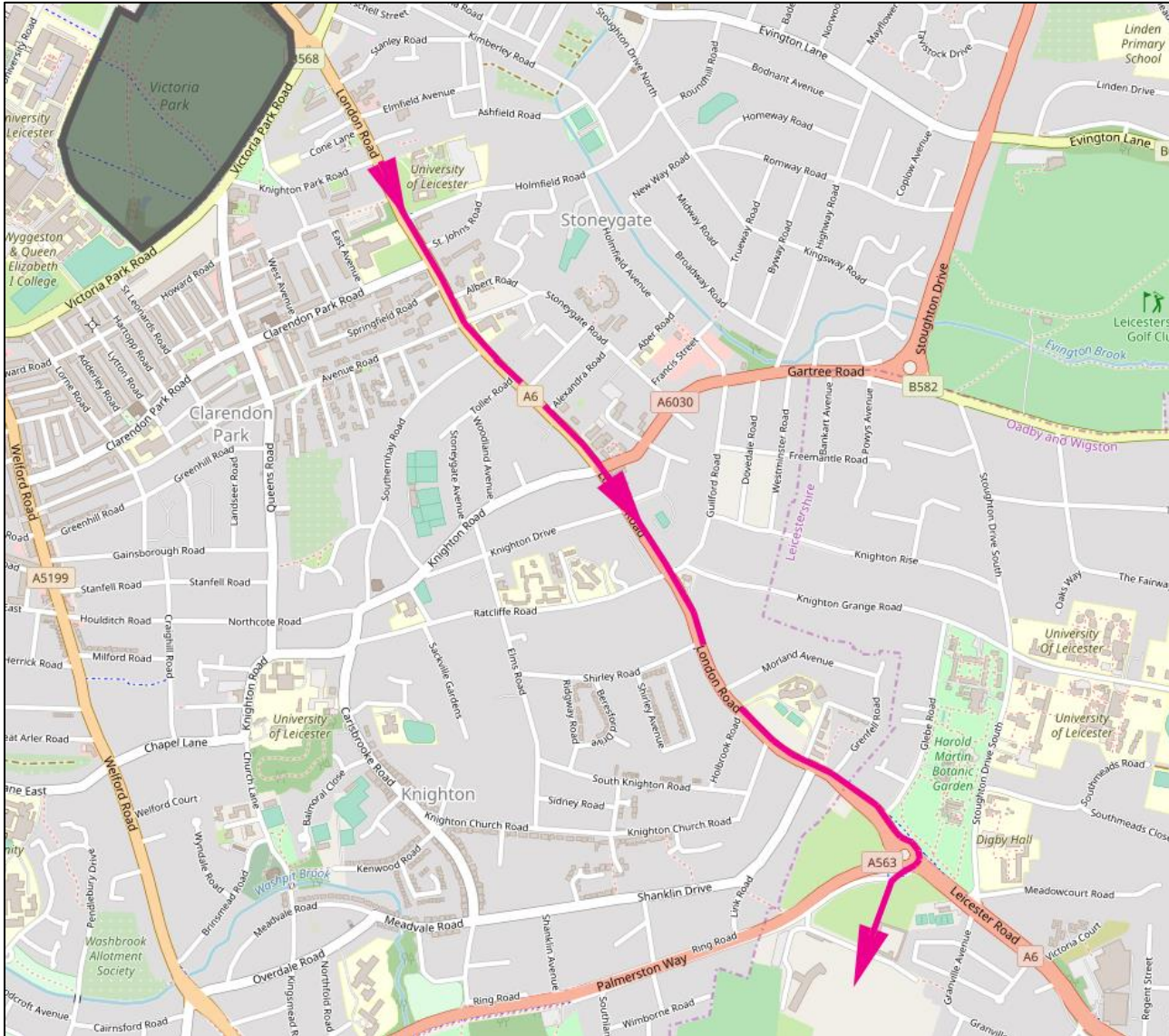
Vehicles approaching from the M1 (North & South) will leave at Jct. 21 and will be signed to follow the A563 eastbound towards Leicester racecourse. At the Palmerston Way / A6 island, vehicles will be signed to take the third exit into the car park.

4.2 - Red Route – Park & Stride - A47



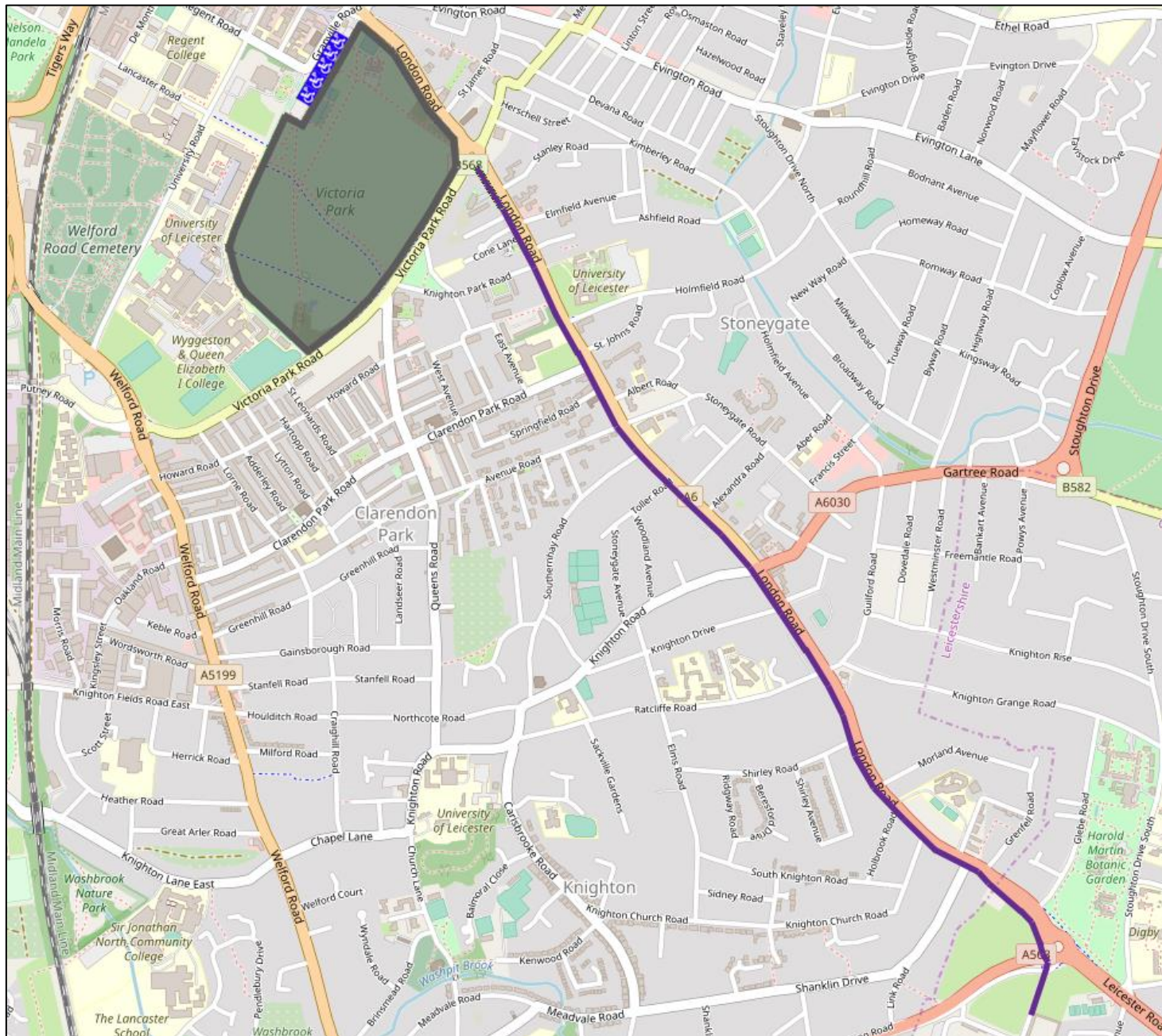
Vehicles traveling south to the event will be signed towards the park and stride using the A47 and then SB onto the A6030. Vehicles will continue south on Wakerley Rd. and then right at the Stoughton Dr Island to continue on the A6030. At the Jct. of the A6, vehicles will be directed south towards the racecourse and the Park & Stride.

4.3 - Pink Route – Park & Stride – Victoria Rd



Vehicles that have arrived near to or at the event site will be signed to the designated Park & Stride location. They will pick up signed that direct them back to the A6 to head south towards the Racecourse.

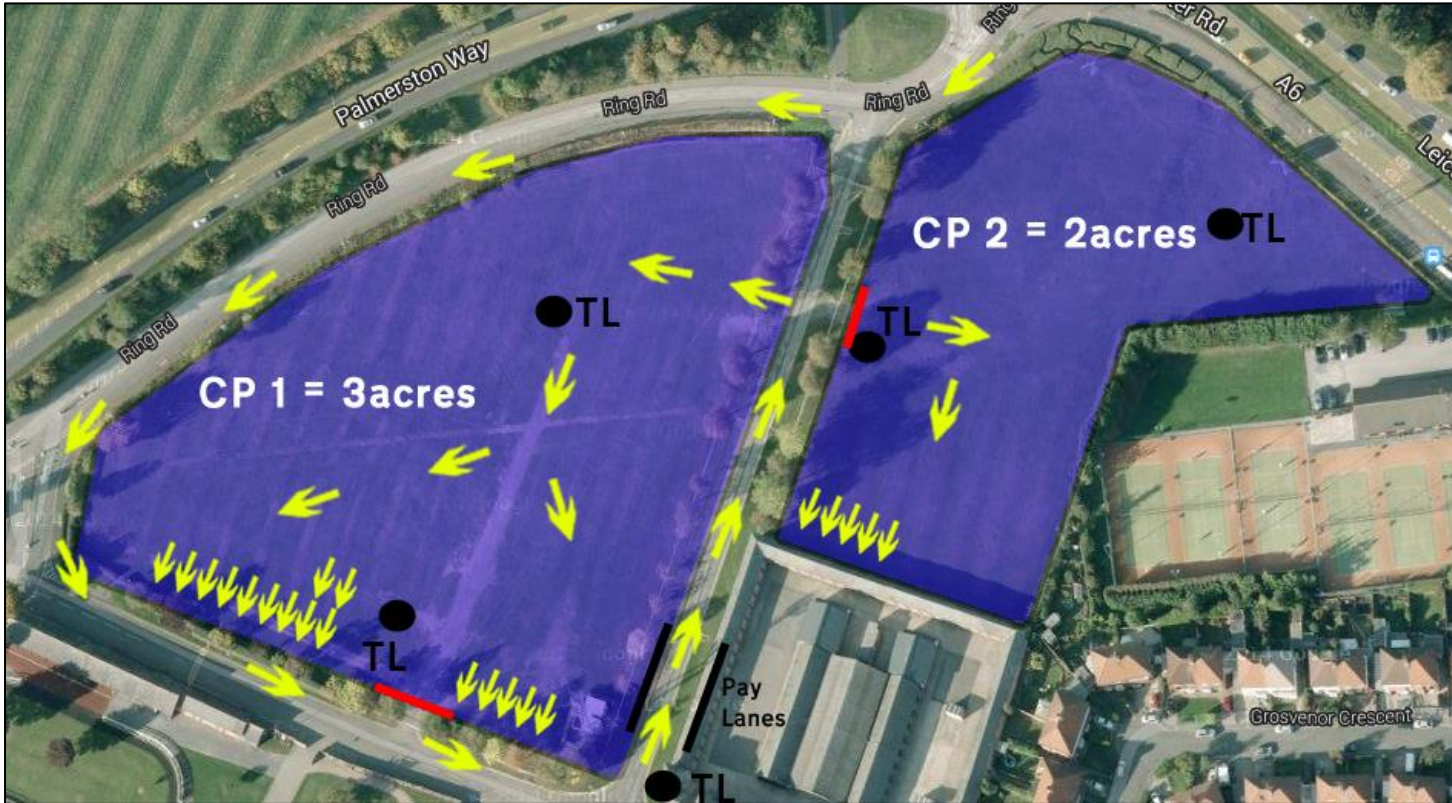
4.4 - Park & Stride – Walking Route



This is the most direct route to and from the Racecourse and Victoria Park. It is a distance of **2,630m** which can be walked in **26 minutes**. The route has adequate pavement space to accommodate for the anticipated number of pedestrians. There are a number of junctions along the route however only two of which that may be considered as ‘major’ junctions. These have permanent signals and pedestrian crossing points.

SEP will staff the junction of Knighton Rd. and London Rd. to help facilitate with the pedestrian crossing during the egress.

4.5 - Park & Stride Car Parking (2014) To be revised



The Park and Stride site, is accessed off the ring road. Cars will then continue into the car park and will be parked by SEP stewards in such a way that there is no risk of vehicle/pedestrian conflict.

Cars can either fill CP1 and then CP2 or if the flow of traffic dictates, both CP's can be filled simultaneously. Tower lights have been marked on the map where SEP feel they would be necessary to operate safely. Cars will exit out of the areas highlighted in red and signed towards the main road.

4.6 - Resident Parking Scheme – To be checked/Updated



In addition to the waiting restrictions around Victoria Park, there are to be specific 'resident only' areas (highlighted in **Purple**). Although these areas will be signed accordingly by SEP, the management of these areas will be done by LC Civil Enforcement.

The resident only areas are:

- Herschell Street
- Mundella Street
- Ripon Street
- Knighton Park Rd.
- The Avenue
- Howard Rd.
- North Avenue
- East Avenue
- Springfield Rd.
- Cross Rd.
- Avenue Rd.

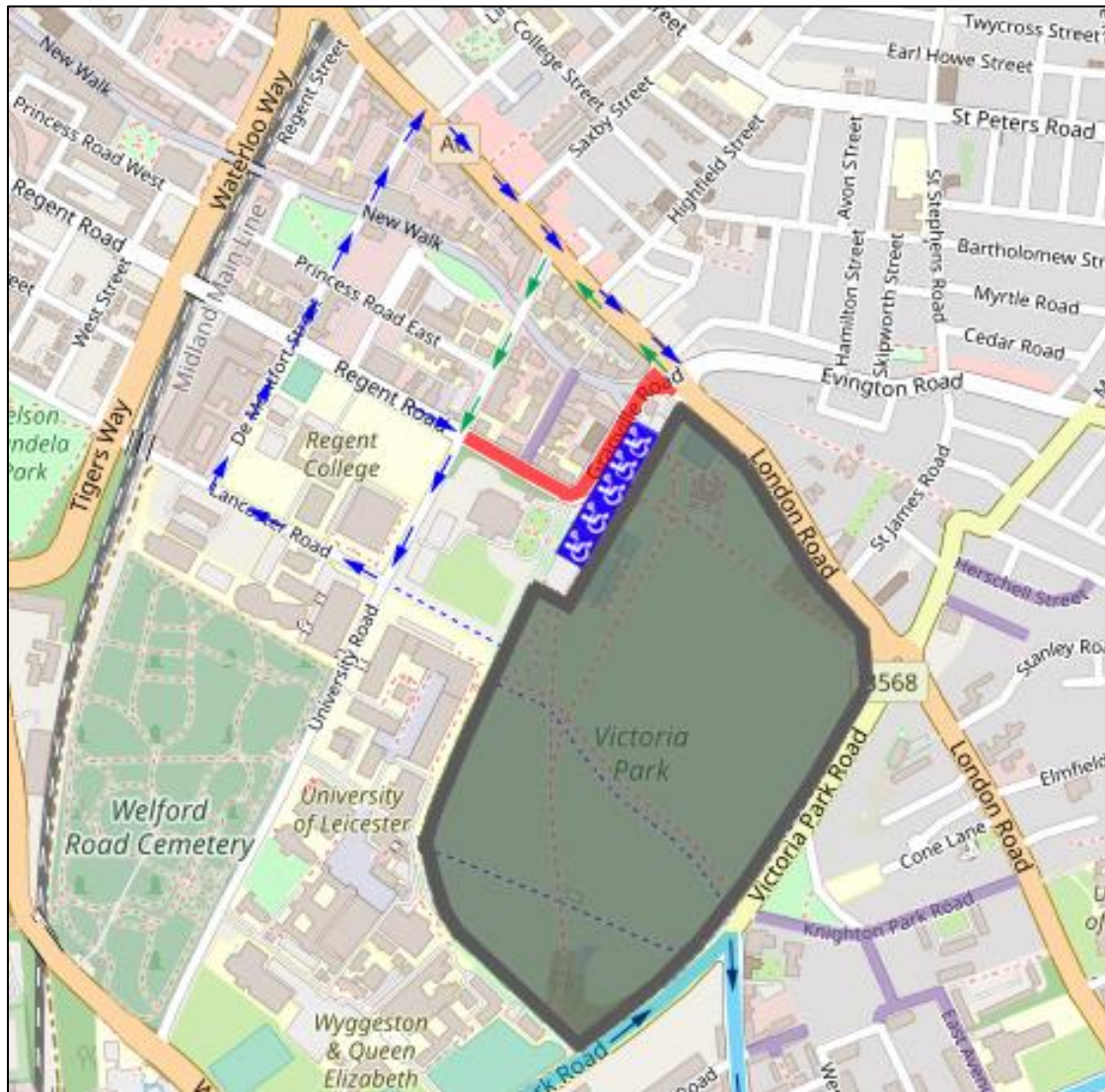
In addition to these areas, Salisbury Rd. (off Granville Rd. will require 'Resident Only' passes and access due to being within the road closure.

These areas will be reinforced by double banked signage to indicate where the parking areas begin and where they end.

SECTION 5 - T.T.R.O's / Traffic Management Details / Locations

5.1 - Road Closures/Diversion Routes

5.1.1 - Granville Road Closure/Diversion



Road Closure

The Road Closure to the North of Victoria Park will encompass the following roads:

- Granville Rd.
- Regent Rd.

The closure is highlighted on the map in red and will provide a sterile area. Exceptions to emergency services, disabled parking area and residents on Salisbury Rd.

The Granville Rd. Road Closure prohibits through traffic between the junction of London Rd. and Granville Rd. to the junction of Regent Rd. and University Rd.

Diversion

The Granville Rd. Closure diversion route is indicated by the two routes on the adjacent map. Green for traffic travelling along London Rd and in Blue for traffic approaching from Regent Rd.

Signage will consist of:

- 2 x 
- 1 x 
- 2 x 
- 1 x 

5.1.2 - Victoria Park Rd Closure/Diversion



Road Closure

The Road Closure to the South of Victoria Park will encompass the following roads:

- Victoria Park Rd.
- The Avenue

The closure is shown in **red** on the map and will provide a sterile area. Exceptions to emergency services, taxis and residents that require access to parking (all residents will have appropriate passes to reflect this.)

The Victoria Park Rd. Road Closure prohibits through traffic NE and SW bound between the junction of Victoria Park Rd. and London Rd. to the junction of Victoria Park Rd. and Queen's Rd.

Signage will consist of:

- 1 x 
- 1 x 
- 2 x 
- 4 x 

Cone Deployment

- 8 x Victoria Park Rd. Queens Rd.
- 12 x Jct. The Avenue road closure at both ends
- Total – 20 cones

Diversion

The Victoria Park Rd. Road Closure diversion route is indicated by the two routes on the adjacent map. **Red** for traffic travelling along Victoria Park Rd. approaching from the South West and **Turquoise** for traffic travelling along London Rd. from the North West.

5.1.3 - London Rd Closure (Egress Only) 2200hrs-0000hrs



The closure is shown by the **red** markings on the map and will provide a sterile and safe passage of transit for pedestrian egress up London Rd to Leicester Station. Exceptions to emergency services.





The London Rd. Road Closure prohibits through traffic NW and SE bound between the junction of Waterloo Way and London Rd. to the junction of London Rd., Mayfield Rd. and Victoria Park Rd.

De Montfort St will be closed during egress from Jct of Regent Rd. and De Montfort St. to London Rd.

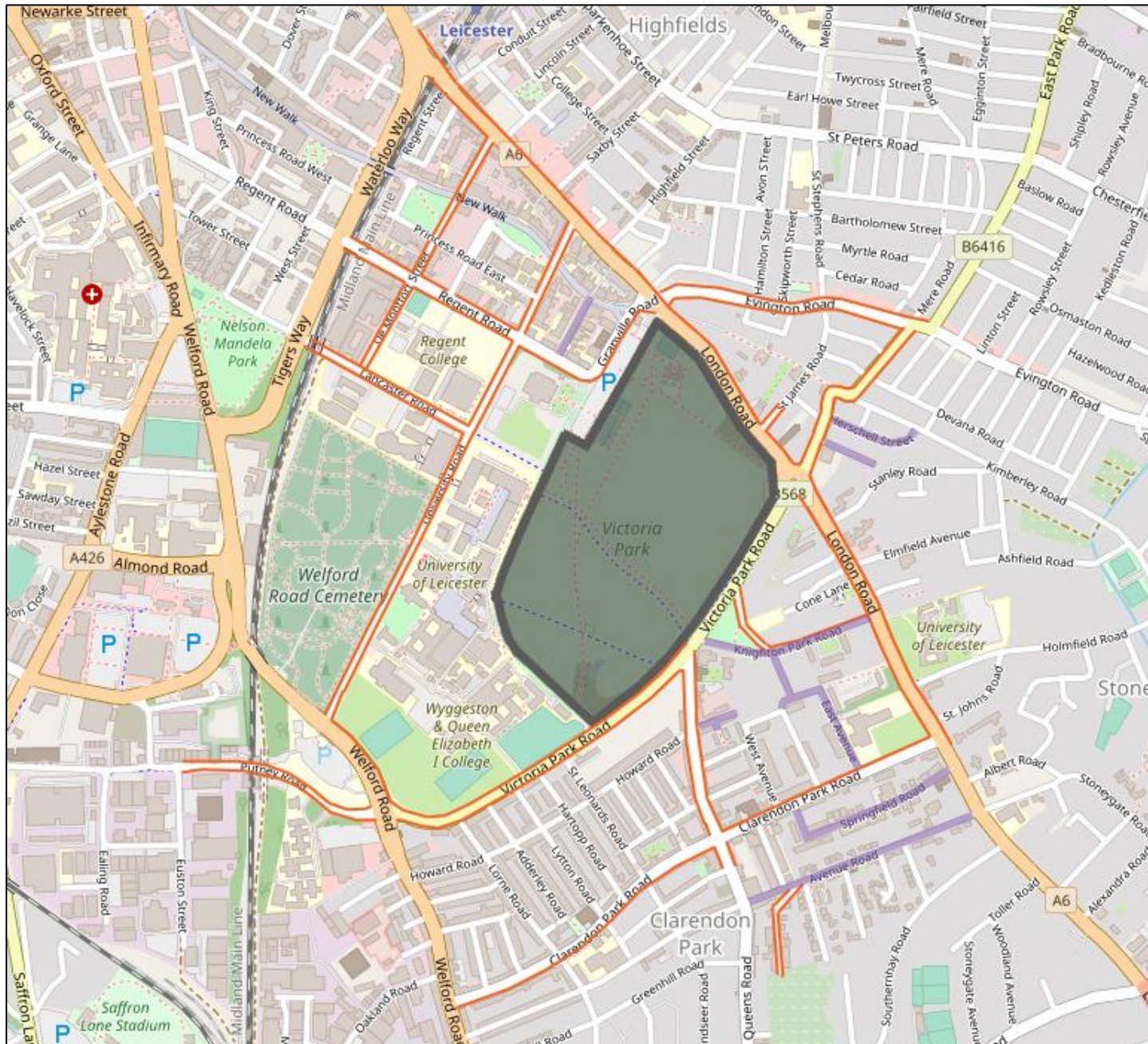
As the road closure will be instated for less than 4 hours, there will be no need to provide a prescribed diversion route however signage will be in place instructing drivers to find an alternative route.

The road closure will be in place from 2200hrs till 0000hrs – a dynamic decision will be made in consultation with the police and Local Authority as to whether the closure can be lifted earlier.

Signage will consist of:

- 2 x 
- 7 x 
- 16 x 
- 2 x 

5.2 - No Waiting Cones



The **No Waiting** restrictions around the North of Victoria Park will encompass the following roads –

- University Rd.
- Regent Rd.
- Granville Rd.
- De Montfort St.
- Lancaster Rd.
- London Rd.
- Evington Rd.
- Mayfield Rd.
- Beekingham Rd.

The **No Waiting** restrictions around the South of Victoria Park will encompass the following roads –

- University Rd.
- Welford Rd.
- Putney Rd.
- Victoria Park Rd.
- London Rd.
- St. Mary's Rd.
- Knighton Park Rd.
- Queens Rd.
- Clarendon Park Rd.
- Unnamed (Avenue Rd.)

Waiting restrictions will be in place from 0600hrs on the day of the event with the exception of the waiting restrictions from **Granville Rd. to the Rail Station** which will be in place from 1800hrs

5.3 - Parking Bay Suspensions (2014) – To be checked and updated

Installation of signage informing of the restrictions will be in place two weeks prior to the event. Information will be attached to the relevant signs within the restricted areas with all of the relevant information included as per the TSRGD and in line with the TTRO application.

	Location	Times	Direction	From	To	Distance (m)	No. of Signs	No. of Parking Meters
1	London Rd.	1800hrs - 2359hrs	SE	Lilly House (Tesco)	Shehans Musical instruments	53.2	3	1
2	London Rd.	1800hrs - 2359hrs	SE	Prebend House No. 72	No. 82 London Rd	58.1	3	1
3	London Rd.	0600hrs - 2359hrs	NW	from Lamp Column No. 72	Lamp Column No. 68	117	3	2
4	London Rd.	1800hrs - 2359hrs	NW	No.75 (Coversure)	No.89 Coleman & Son	52.7	3	1
5	London Rd.	1800hrs - 2359hrs	NW	No.91 (Post Office)	No.89 Coleman & Son	8.3	2	1
6	London Rd.	1800hrs - 2359hrs	NW	from No 101 (Beauty Refinery)	No. 91 (Post Office)	42.3	3	1
7	London Rd.	1800hrs - 2359hrs	NW	No 155 (Shay's Off licence)	Fraser Noble Building	49	3	1
8	London Rd.	1800hrs - 2359hrs	NW	No.169	163A	18	2	

5.4 - One Way Systems

5.4.1 - University Road



The One-way to the North West of Victoria Park will encompass the following roads

- University Rd.
- Lancaster Rd.
- De Montfort Street
- Regent Street

The direction of traffic is indicated by the **Blue** arrows on the adjacent map.

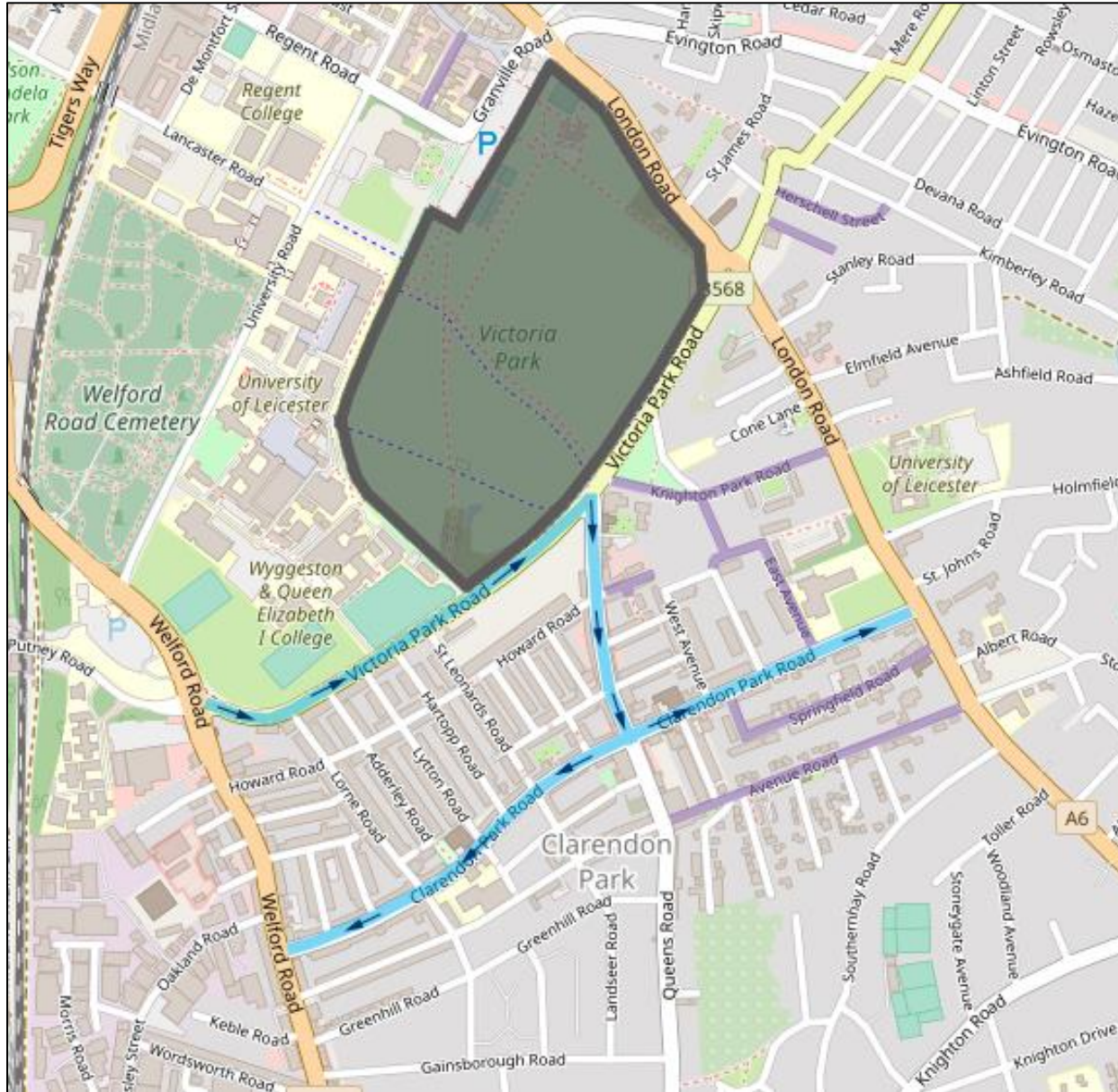
Signage will consist of:

- 8 x
- 5 x
- 8 x
- 8 x
- 6 x
- 2 x
- 3 x

Cone Deployment

- 6 x Jct. Welford Rd./University Rd.
- 8 x Jct. London Rd. / De Montfort St.
- 8 x Jct. Lancaster Rd, / De Montfort St. (1800hrs for closure)
- Total – 22 cones

5.4.2 - Victoria Park Road










The One – way to the South of Victoria Park will encompass the following roads:

- Victoria Park Rd.
- Queens Rd.
- Clarendon Park Rd.

The direction of traffic is indicated by the blue arrows on the adjacent map.

Signage will consist of:

- 4 x 
- 14 x 
- 9 x 
- 6 x 
- 1 x 
- 7 x 
- 4 x 

2 x 610 DA Right

Cone Deployment

- 15 x Victoria Park Rd. towards Queens Rd. removing left lane
- 6 x Jct. Clarendon Park Rd. / Queens Rd.
- 14 x Jct. London Rd. / Clarendon Park Rd. (Remove Right Turn SB)
- 22 x Jct. Welford Rd. / Clarendon Park Rd. Remove Right Turn NB)
- Total – 57 cones

5.4.3 - Knighton Park Rd



The One-way to the South East of Victoria Park will encompass the following roads

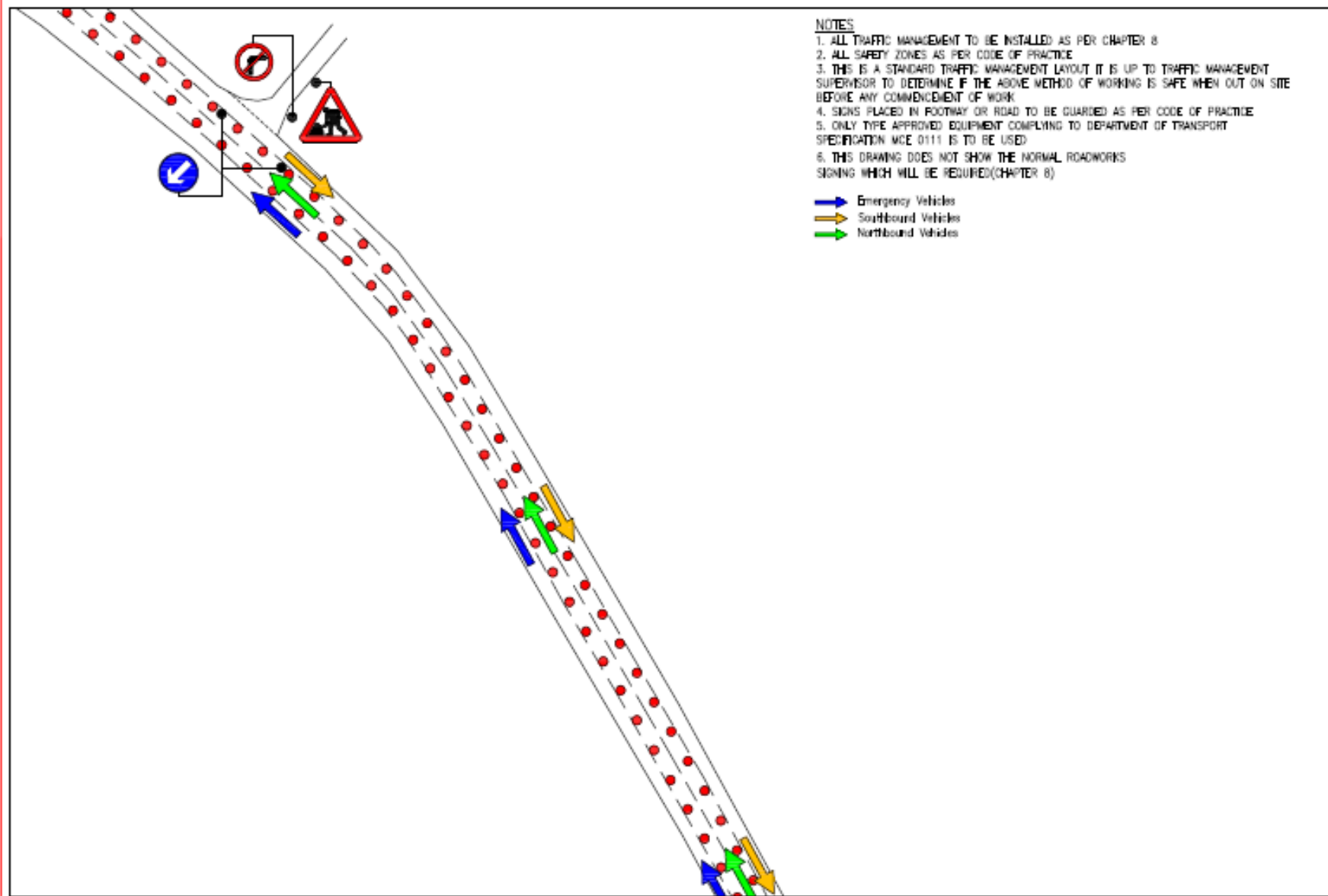
- Knighton Park Rd.

The direction of traffic is indicated by the blue arrows on the adjacent map.

The access route will be through the road closure off London Rd, along Victoria Park Road and St Marys Road.


Signage will consist of:

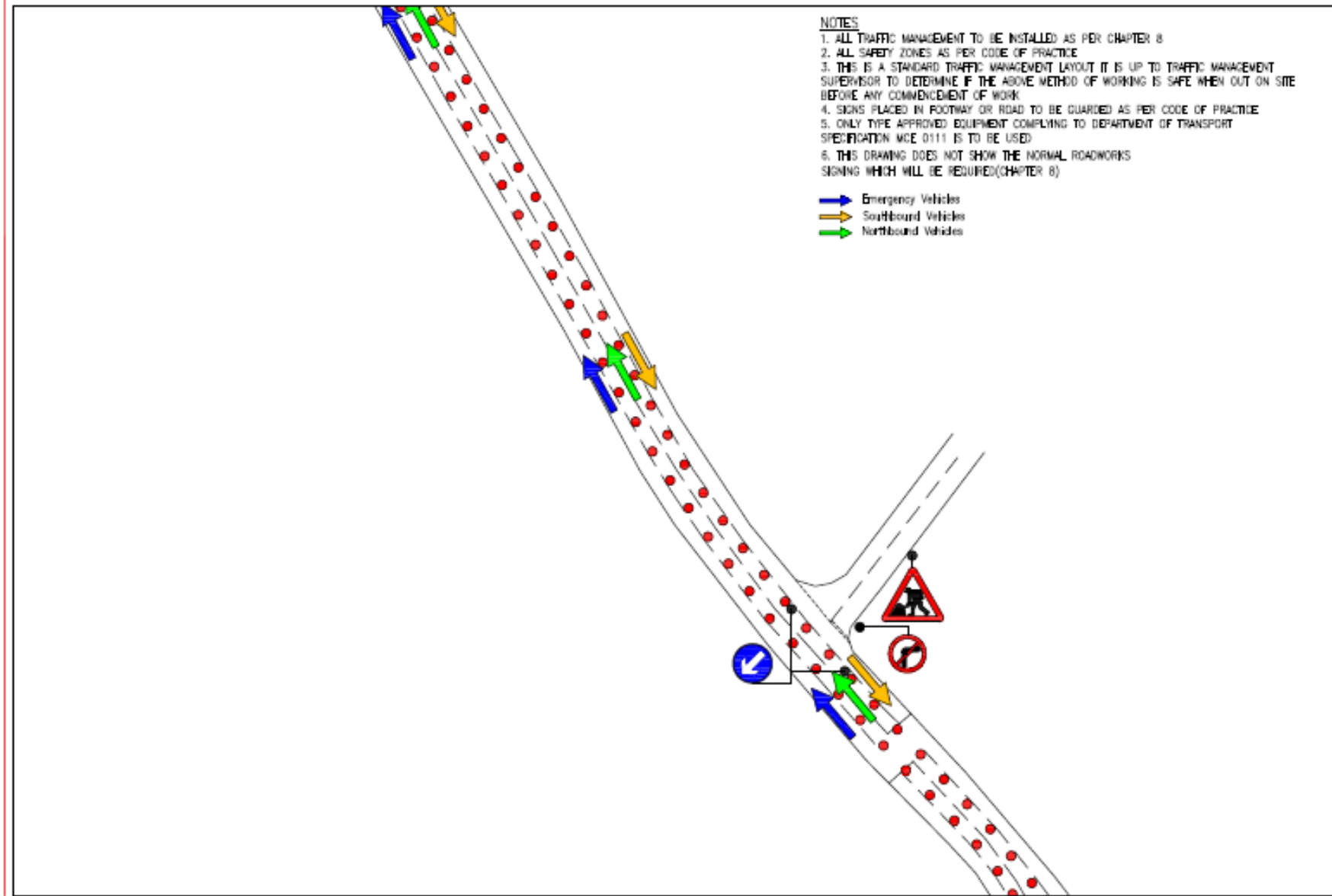
- 1 x 
- 1 x 
- 2 x 
- 1 x 
- 2 x 



NOTES
 1. ALL TRAFFIC MANAGEMENT TO BE INSTALLED AS PER CHAPTER 8
 2. ALL SAFETY ZONES AS PER CODE OF PRACTICE
 3. THIS IS A STANDARD TRAFFIC MANAGEMENT LAYOUT IT IS UP TO TRAFFIC MANAGEMENT SUPERVISOR TO DETERMINE IF THE ABOVE METHOD OF WORKING IS SAFE WHEN OUT ON SITE BEFORE ANY COMMENCEMENT OF WORK
 4. SIGNS PLACED IN FOOTWAY OR ROAD TO BE GUARDED AS PER CODE OF PRACTICE
 5. ONLY TYPE APPROVED EQUIPMENT COMPLYING TO DEPARTMENT OF TRANSPORT SPECIFICATION MCE 0111 IS TO BE USED
 6. THIS DRAWING DOES NOT SHOW THE NORMAL ROADWORKS SIGNING WHICH WILL BE REQUIRED(CHAPTER 8)


- Emergency Vehicles
- Southbound Vehicles
- Northbound Vehicles

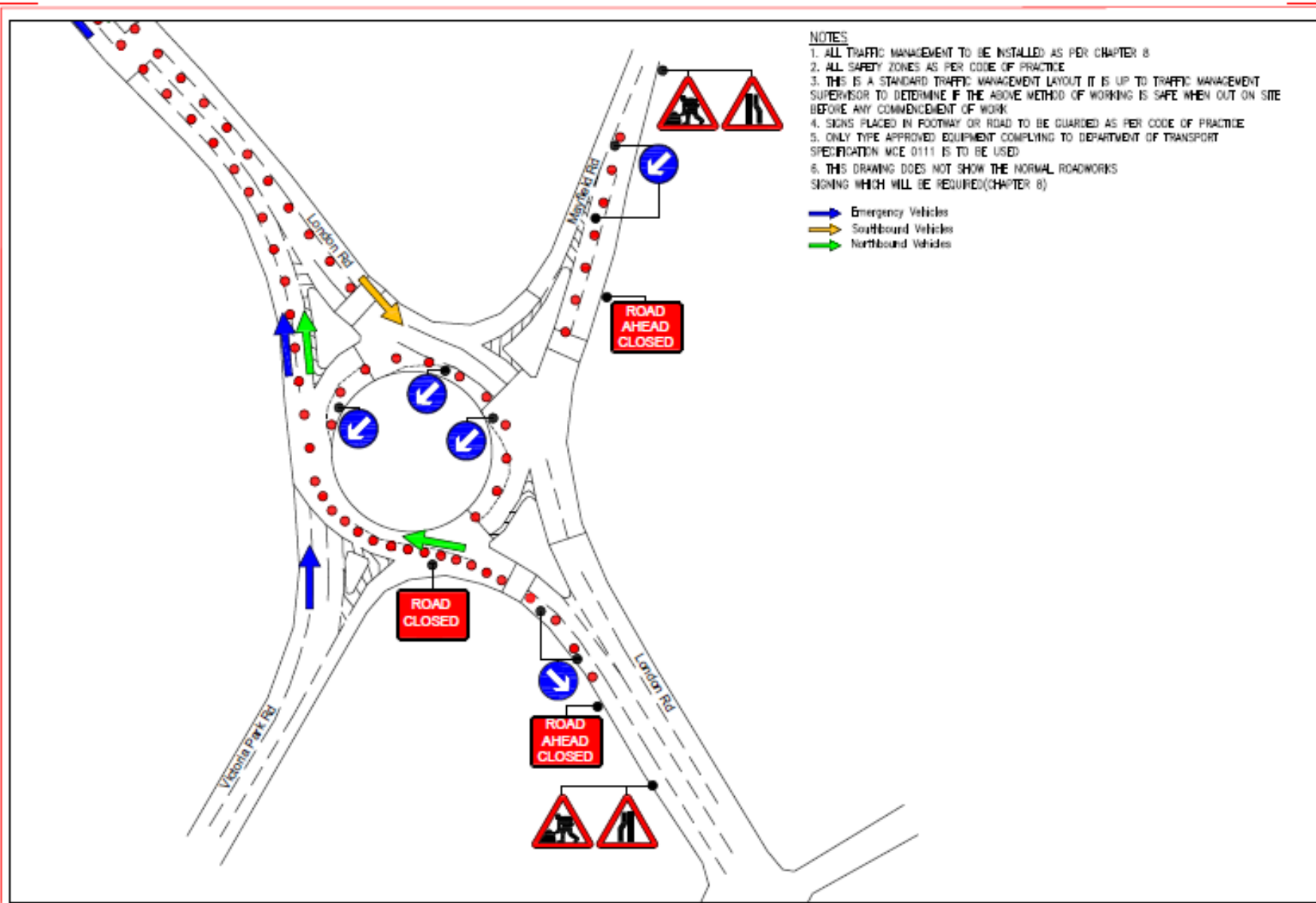
Company 	www.sepevents.co.uk Tel: 01423 328622 Fax: 01423 324006	Client Kasabian Leicester	Job London Rd, TM layout	Site SEP Ltd N/A KAS002	Date N/A	ID 	Version
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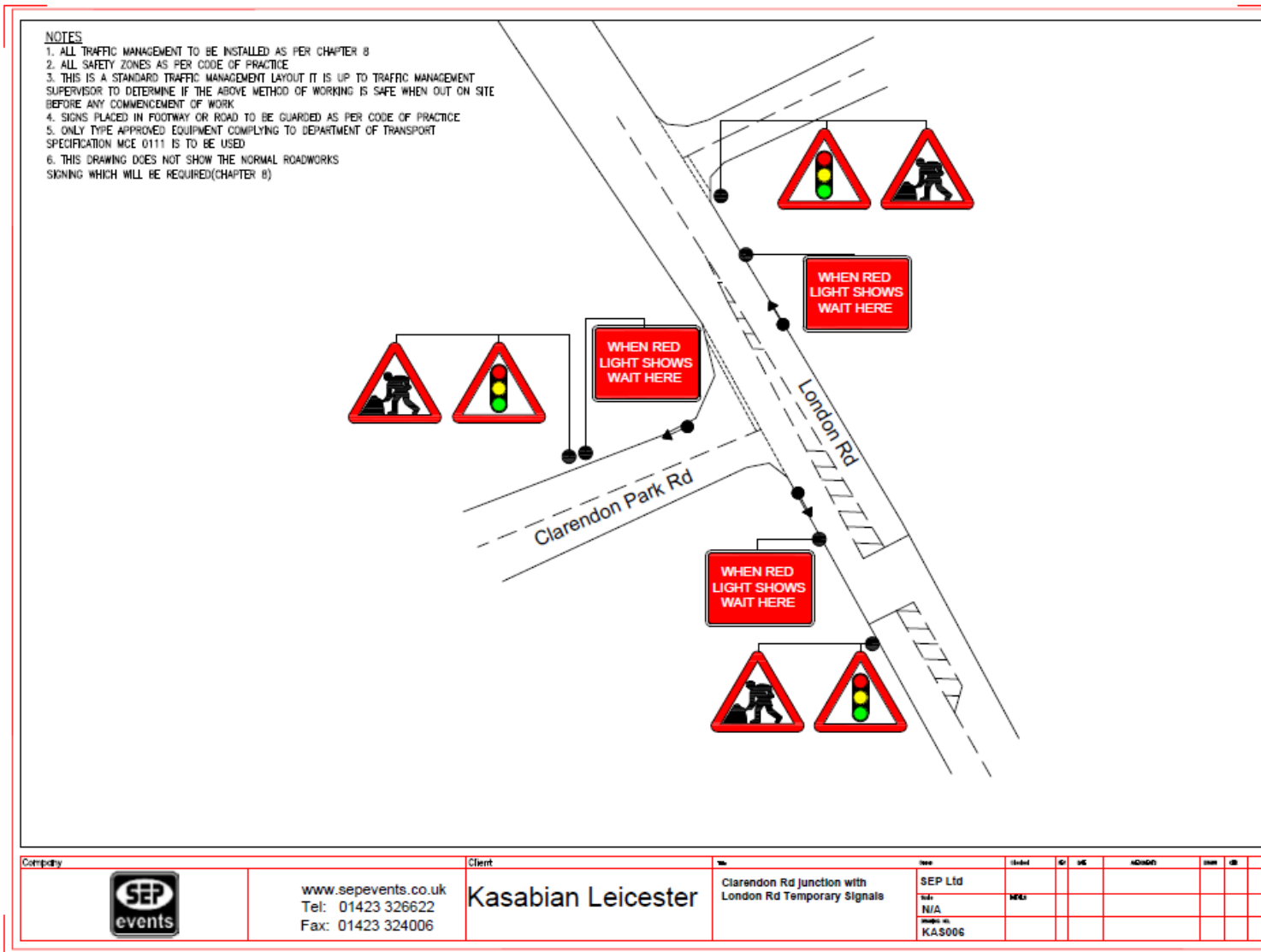
- Emergency Vehicles
- Southbound Vehicles
- Northbound Vehicles

<p>Company</p> 	<p>www.sepevents.co.uk Tel: 01423 326622 Fax: 01423 324006</p>	<p>Client</p> <p>Kasabian Leicester</p>	<p>Job</p> <p>London Rd, TM layout</p>	<p>Site</p> <p>SEP Ltd N/A KAS003</p>	<p>Start</p> <p>19/07</p>	<p>End</p>	<p>Notes</p>	<table border="1"> <tr> <td>Rev</td> <td>01</td> </tr> <tr> <td>Rev</td> <td>02</td> </tr> </table>	Rev	01	Rev	02
Rev	01											
Rev	02											



Company 	www.sepevents.co.uk Tel: 01423 326622 Fax: 01423 324006	Client Kasabian Leicester	Title Victoria Park Rd Junction with London Rd, Road Closure and TM layout	Date SEP Ltd N/A KA5004	Drawn N/A	ID 	No 	Revision 	Date
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6.2 - Clarendon Park Road – Temporary Signal Control CAD



Temporary 3 Head 2 Phase signals at the Junction of Clarendon Park Rd. and London Rd.

TTS will be used at peak times only.

Phase 1 – Datum Point : 8m

- Clarendon Park Rd. **GREEN**
- London Rd. From North **RED**
- London Rd. From South **RED**

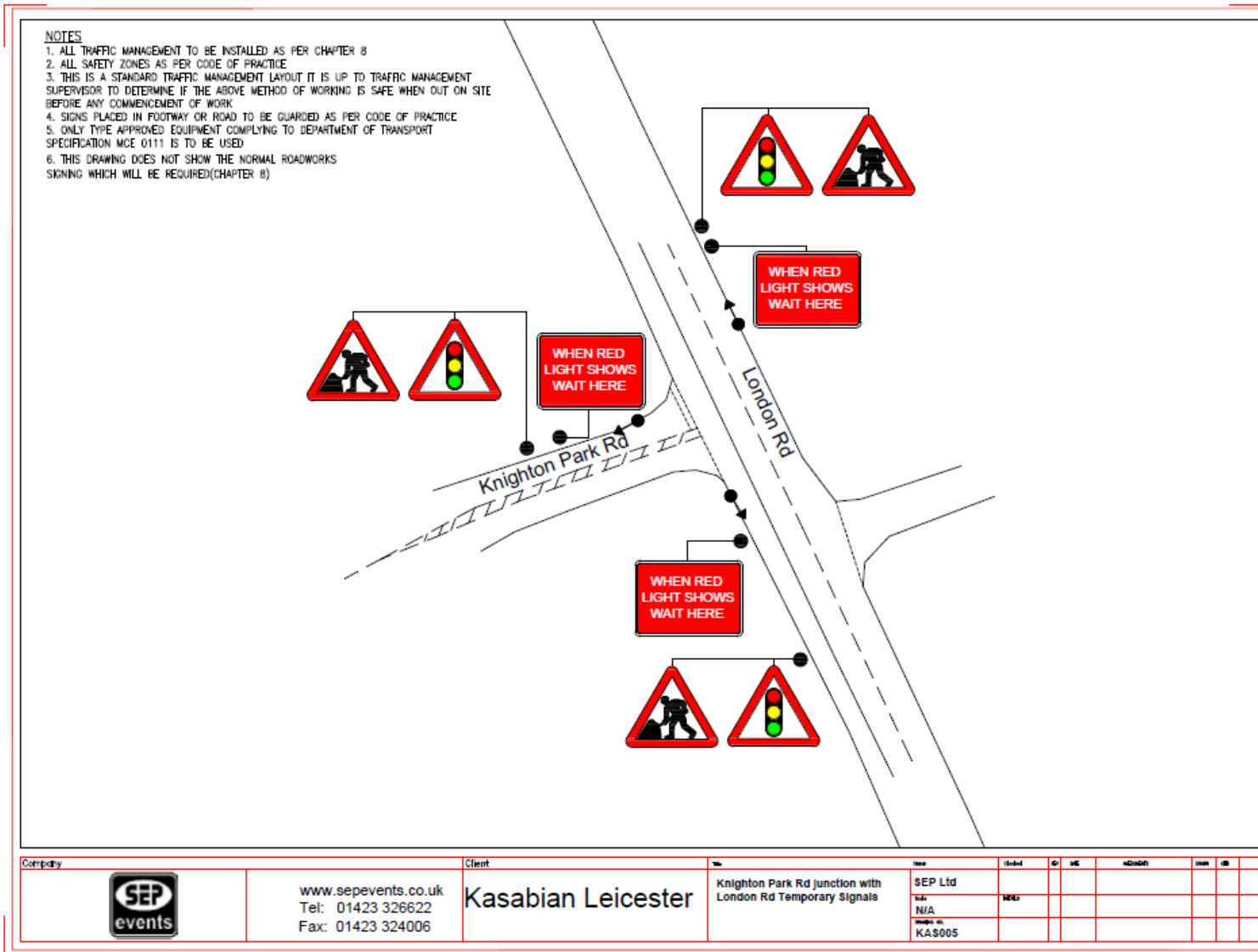
Allowing traffic from Clarendon Park Rd. to exit onto London Rd. either left or right

Phase 2 – Datum Point : 10m

- London Rd. From North **GREEN**
- London Rd. From South **GREEN**
- Clarendon Park Rd. **RED**

Allowing traffic along London Rd to move – in order to have an effective flow, phase two should be synchronised with the temporary signals at Knighton Park Rd.

6.3 - Knighton Park Road – Temporary Signal Control CAD



Temporary 3 Head 2 Phase Signals at the Junction of Knighton Park Rd. and London Rd.

TTS will be used at peak times only.

Phase 1 – Datum Point : 8m

- Knighton Park Rd. **GREEN**
- London Rd. From North **RED**
- London Rd. From South **RED**

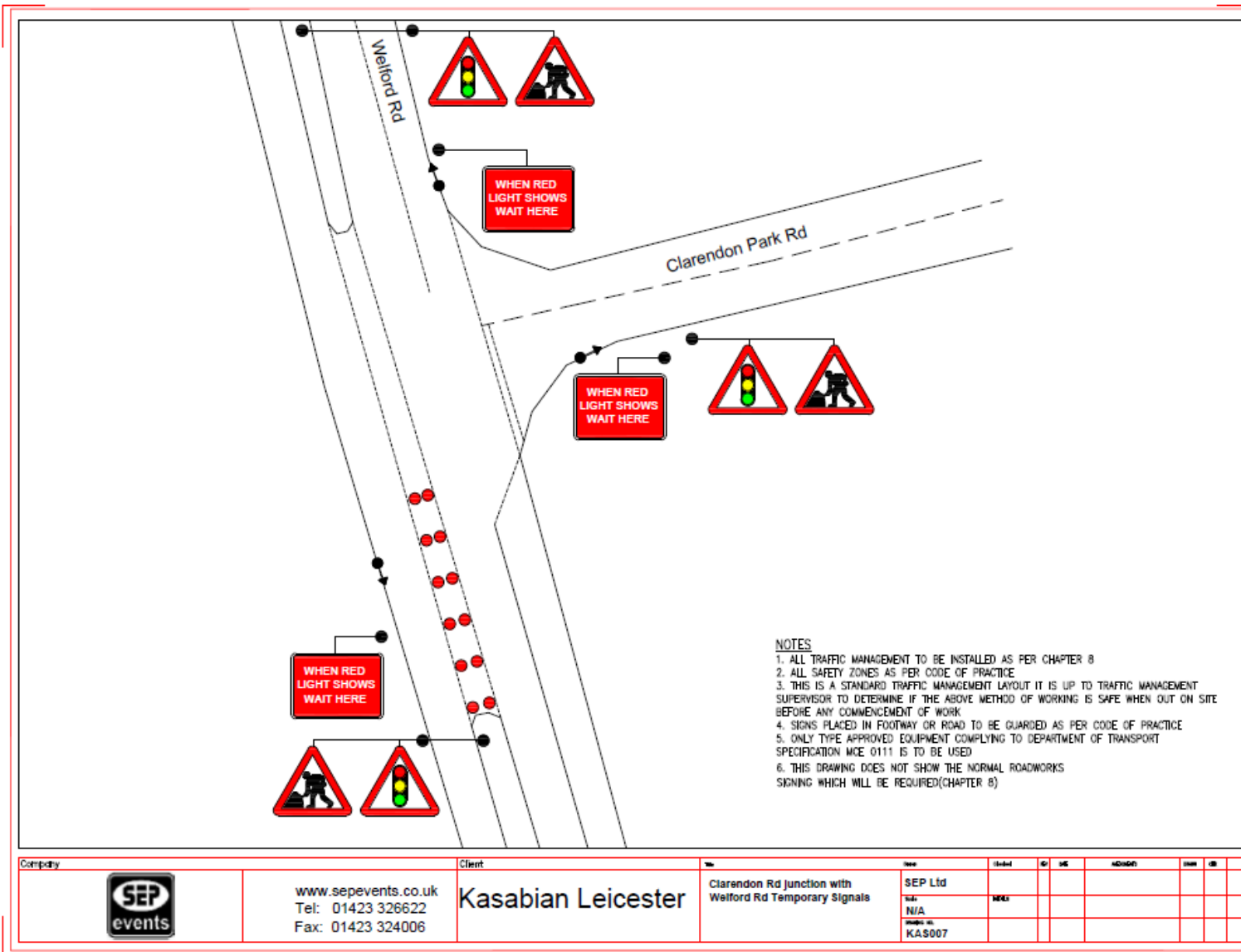
Allowing traffic from Clarendon Park Rd. to exit onto London Rd. either left or right

Phase 2 – Datum Point : 10m

- London Rd. From North **GREEN**
- London Rd. From South **GREEN**
- Knighton Park Rd. **RED**

Allowing traffic along London Rd to move – in order to have an effective flow, phase two should be synchronised with the temporary signals at Clarendon Park Rd.

6.4 - Welford Road – Temporary Signal Control CAD



Temporary 5 Head 3 Phase Signals at the Junction of Welford Rd. and Clarendon Park Rd.

TTS will be used at peak times only.

Phase 1 – Datum Point : 15m

- Clarendon Park Rd. **GREEN**
- Welford Rd. From North **RED**
- Welford Rd. From South **RED**

Allowing traffic from Clarendon Park Rd. to exit onto London Rd. either left or right

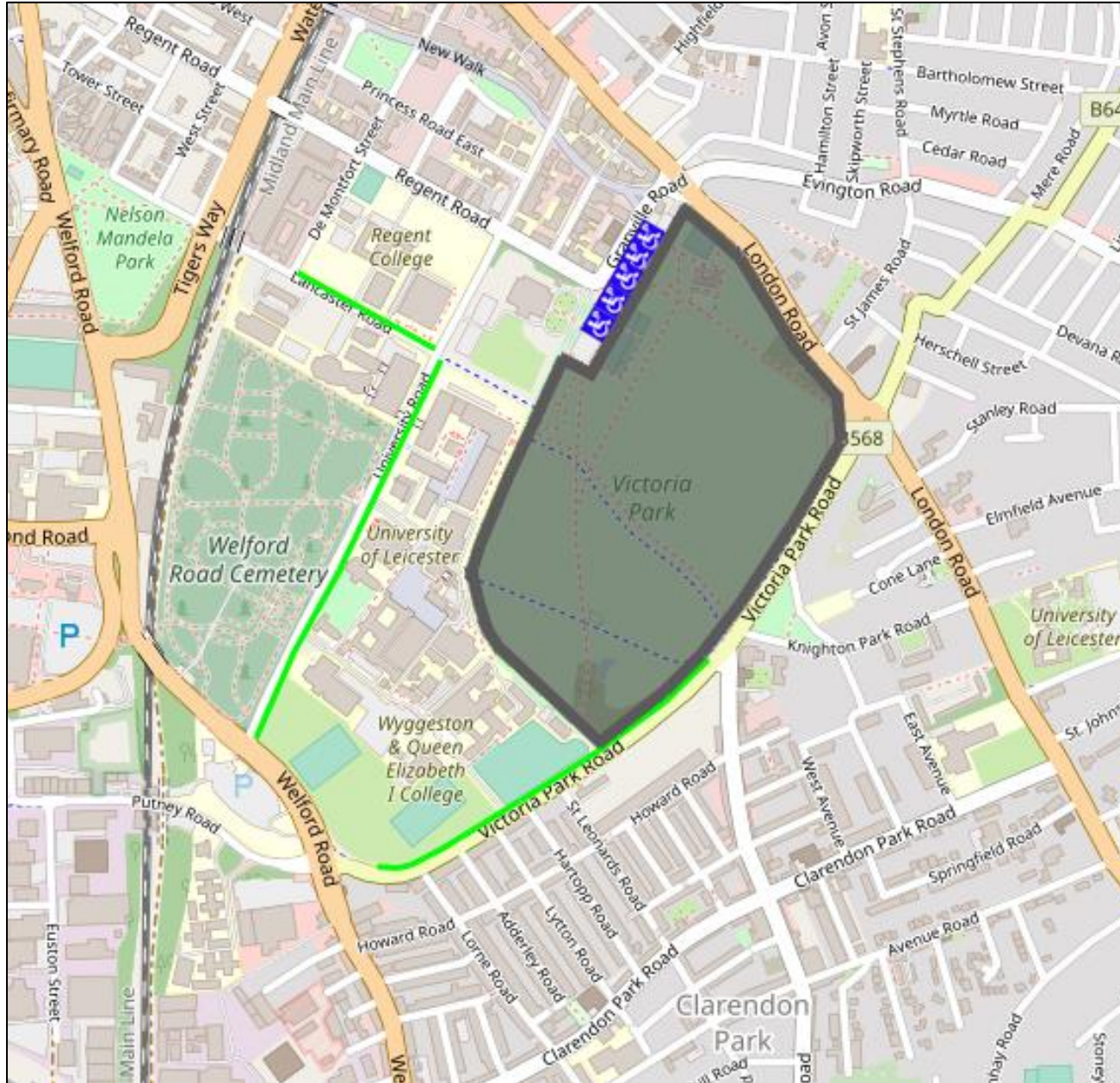
Phase 2 – Datum Point : 20m

- Welford Rd. From North **GREEN**
- Welford Rd. From South **RED**
- Clarendon Park Rd. **RED**

Phase 3 – Datum Point : 20m

- Welford Rd. From South **GREEN**
- Welford Rd. From North **RED**
- Clarendon Park Rd. **RED**

6.5 - Taxi Drop Off ONLY – (Pick up to be at RC – TO BE DISCUSSED)



There are two allocated areas around Victoria Park for both Taxis and a general Pick up and Drop off (PUDO) area. These are on:

- Lancaster Road (Taxis) and University Road (PUDO)
- Victoria Park road

This is highlighted in Green on the map opposite.

6.6 - Coach Parking – To be discussed

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6.7 - Disabled Parking



The disabled parking is located to the North of the event site. Access is through the road closure on Granville Rd. via the controlled access point on Regent Street.

6.8 - Emergency Services

Emergency Routes – Blue Route London Rd

TBC

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6.9 - Communications

As with any large event, reliable communications between the key agencies is of paramount importance.

It is well known that at any large event the mobile phone network quickly becomes overloaded and unusable. As such, a radio communication strategy must be employed at each event to ensure effective communications between all parties.

The hub of all internal event communications will be directed via Event Control (EC). Each agency or company must elect one representative, who can speak for his or her respective agency. EC will have a dedicated landline contact telephone number for agencies to communicate with the relevant authorities on site during the operational hours of the event.

It would be recommended that SEP should have a Traffic supervisor within this hub, who will liaise directly with the Local Authority, Police, and highways agency with any issues arising.

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SECTION 7 - Sign Schedule & Maps – TBC as the TMP develops

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