



09th July – 13th July 2015

TRAFFIC AND TRANSPORT MANAGEMENT PLAN 2015

Version 2.5/14/03/2015

Prepared by SEP Ltd on behalf of



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1. INTRODUCTION AND OVERVIEW

- 1.1. T in the Park is an established annual Music festival with over 20 years history of holding the event. In previous years it has been hosted at the Balado Activity Centre situated between the villages of Kinross and Milnathort off the M90. For 2015 T in the Park is relocating to Strathallan Castle, North of Auchterarder, South of Crieff, and near to the village of Muthill PH3 1JZ.
- 1.2. Each year, a Traffic and Transport Management Plan (TMP) has historically been prepared jointly by a Traffic sub-Group which is formed 6 months prior to each event. The sub group includes representatives from Perth and Kinross Council, Police Scotland, Transport Scotland and Emergency Services. The TMP is based on continuous improvement and is updated each year based on the experience of the event.
- 1.3. Strathallan Estate is a new site and hence the predictions used to address this TMP are initially drawn from the data and experience of the patterns at the Balado site. These predictions, particularly of journey routes, have been refined using the postcode addresses from ticket sales.
- 1.4. This document represents the current version (2.5) of the TMP. The document has been updated three times since its original presentation as Appendix 7 of the Environmental Statement (ES).
- 1.5. It is noted that the TMP produced for the ES Appendix was in the format of an Operational TMP. This is the preferred format for conveying information within the Traffic sub-group and to relevant contractors at the implementation stage of the plan, and has been presented in that style successfully at Balado. It has been recognised however that this format is not useful for communication to the lay public, and therefore the current report format has been prepared to explain and assist the understanding of the plan. The format of the Operational Management Plan will still be used internally.
- 1.6. For the purposes of this document the terms traffic and transport are used interchangeably.
- 1.7. The document is divided into 6 Sections
 - Section 1 Introduction and Overview
 - Section 2 Event information and the objectives of the TMP
 - Section 3 TMP
 - Section 4 Site design and Layout
 - Section 5 Traffic Management Mitigation Measures and
 - Section 6 Conclusions

2. DEVELOPING THE TMP

- 2.1. This section provides information as to how the TMP is formed, and how the decision making process works.

Structure

- 2.2. The overall operational planning for the T in the Park is controlled by The Event Planning Group, which manages all aspects of the event via inputs from a range of Sub-Groups, including Traffic. The TMP is produced by a focus group known as the Core Group of the Traffic Sub Group, and both of these groups report to the Event Management Group.

Event Management Group:

- 2.3. The Event Management Group comprises all of the DFC department representatives that form the event management team. The group meets once a month and all aspects of the event planning discussed – with each department inputting to the group updates and comments from all sub groups. An example of the departments represented at the meetings are:

- Senior Management
- Site Management
- Health and Safety
- Traffic
- Security
- Campsites
- Welfare
- Marketing
- Finance

Traffic Sub Group:

- 2.4. The Traffic Sub Group has representatives from all agencies that can impact upon or are impacted by the TMP. The group meets monthly from the start of the planning process that is usually in November, and continues to meet until May or June depending on needs. The agencies represented are:

- DF Concerts
- SEP
- Police Scotland
- PKC Roads
- Bear Scotland
- Transport Scotland
- Scottish Fire and Rescue
- Scottish Ambulance Service

- Scottish Citylink

- 2.5. The aim of the sub group is to agree on the evolving nature of the TMP, by way of consultation, advice and solutions to the information presented by the core group.

Traffic Core Group:

- 2.6. The Traffic Core Group is a small team that has representatives from the key agencies and the group meets every 14/21/28 days, as required, to assess, monitor and update relevant information within TMP. The agencies represented are:

- DF Concerts
- SEP
- Police Scotland
- PKC Roads
- Transport Scotland
- BEAR Scotland

- 2.7. The aim of the core group is to present information to the Sub Group so that the sub group representatives can evaluate and comment on the evolving TMP.

The Scope of the TMP

- 2.8. In developing the TMP, the following is recognised:

- The scope of works that is associated with the TMP can be impacted by varying factors throughout the planning process.
- The TMP as a document must be flexible and constantly evolving in order to accommodate and manage this potential variability, as it evolves during the initial planning and from year to year.
- The main aim of the TMP is to deliver a safe and successful plan that encompasses all of the factors that impact on traffic planning, as much as is practical.

- 2.9. It is important to note that while the document reaches a point whereby all the agencies agree to the document, the document and its contingencies must remain flexible to accommodate any changes that may occur during the implementation stage of the plan.

- 2.10. The planning process involves the following sequential stages.

- 1 Establish the overall objectives of the TMP;
- 2 Prepare an Initial proposal for route planning;
- 3 Influence the site design to satisfy route planning;
- 4 Identify the impact of such planning on the local network;

- 5 Identify actions required on key routes/junctions;
- 6 Identify the need for any network upgrades;
- 7 Identify and modify the TMP, as required based on local community requirements – business and social needs
- 8 Prepare contingency route planning to capture the impact and action of any occurrence that may affect the initial route planning;
- 9 Undertake an analysis of ticket sales data by postcode; and
- 10 Modify the TMP, as required based on the real assessment of travel routes;

2.11. For the move to Strathallan, Stages 1-8 commenced at a high level based on the experience of typical ticket sales and routes travelled to the Balado site, however each stage has been revisited and is continually being updated based on site and area specific information as it becomes available. The final TMP for each year is refined following the analysis of postcode data from ticket sales. A sample of 30,000 tickets has now been incorporated onto the relevant data.

3. TMP

Introduction

- 3.1. This section contains the information relating to the TMP for T in the Park. This is a comprehensive document covering all aspects of the traffic and transport management for the event. As stated above TMP will continue to evolving and later versions issued as required.
- 3.2. The objectives of the TMP are as follows:
- **The maintenance of public safety on the local road infrastructure.**
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 and practicable measures to ensure that the risk to life is minimised. This is also true for those people working at the event.
 - **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 system.**
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 TMP should be suitably robust enough to cope with all anticipated issues raised as a direct result of this event taking place
 - **To minimise the disruption and impact, where possible, 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
 - **The maintenance of visitor traffic flow into the event.**
Of particular importance to this event is the expedient entry of traffic into the event. It is because of the site's close proximity to major arterial roads that any delays could potentially affect a much wider area than just the locality. The event will also be proactive in its dissemination of traffic information to visitors and the local community should delays occur.

Event Information

- 3.3. Table 3.1 provides the key information for the 2015 event. These dates will vary from year to year but will generally occur over the second or third weekend in July.

Table 3.1 Key Programme dates

Location	Strathallan Castle, Auchterarder, PH3 1JZ
Dates of Event	09 th -13 th July 2015
Opening Time of Event	Thursday 09 th July 1100hrs
Closing Time of Event	Monday 13 th July 1200hrs
Operational Dates	9 th June
Build Dates	9 th June
Advanced Signage Date	Wednesday 22 nd June 2015 for Road Closure advanced warning signs.
Signage Install Date	Saturday 4 th July 2015 for start of event signage pre-lay & install of diverted traffic signage.
Signage Removal Date	Monday 13 th July 2015 all signage dropped with complete removal of all equipment by Monday 20 th July 2015.
Type of Event	Music festival
License Capacity	85,000, 70,000 Camping, 15,000 Day Tickets

- 3.4. Figure 3.1 shows the location of the site relative to the major transport routes and city centres.
- 3.5. As can be seen from Figure 3.1, the major population centres are Auchterarder, Crieff, Perth and Glasgow, with the major transport directions to the site being the A9, A85, A822 and A823.
- 3.6. Figure 3.2 shows the site layout. The site has been designed to facilitate the movement of traffic into and out of their relevant areas, where possible making left turns in to prevent vehicle crossover conflict. Each area for use within the site has multiple entrances and exits. These can double up to perform either task so that there is adequate resilience within should one need to be used as a contingency for another. Pick up and drop off areas (PUDOs) have been developed so that exiting vehicle are always travelling away from entering vehicles and that no vehicle crossover conflict is experienced. Further information on the Site Layout is presented in Section 4.

Figure 3.1 Site Location and Major Traffic Routes from Population centres

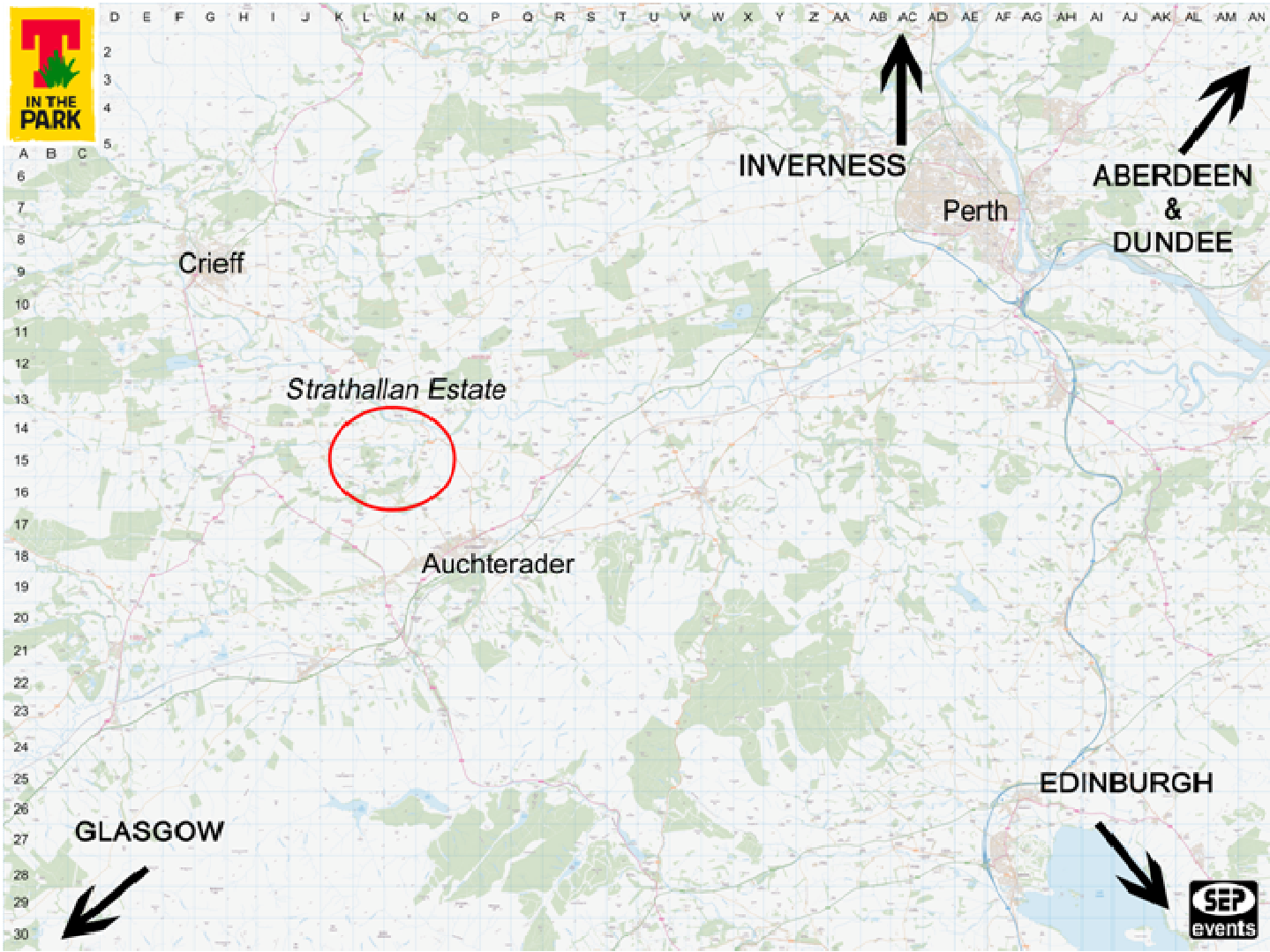
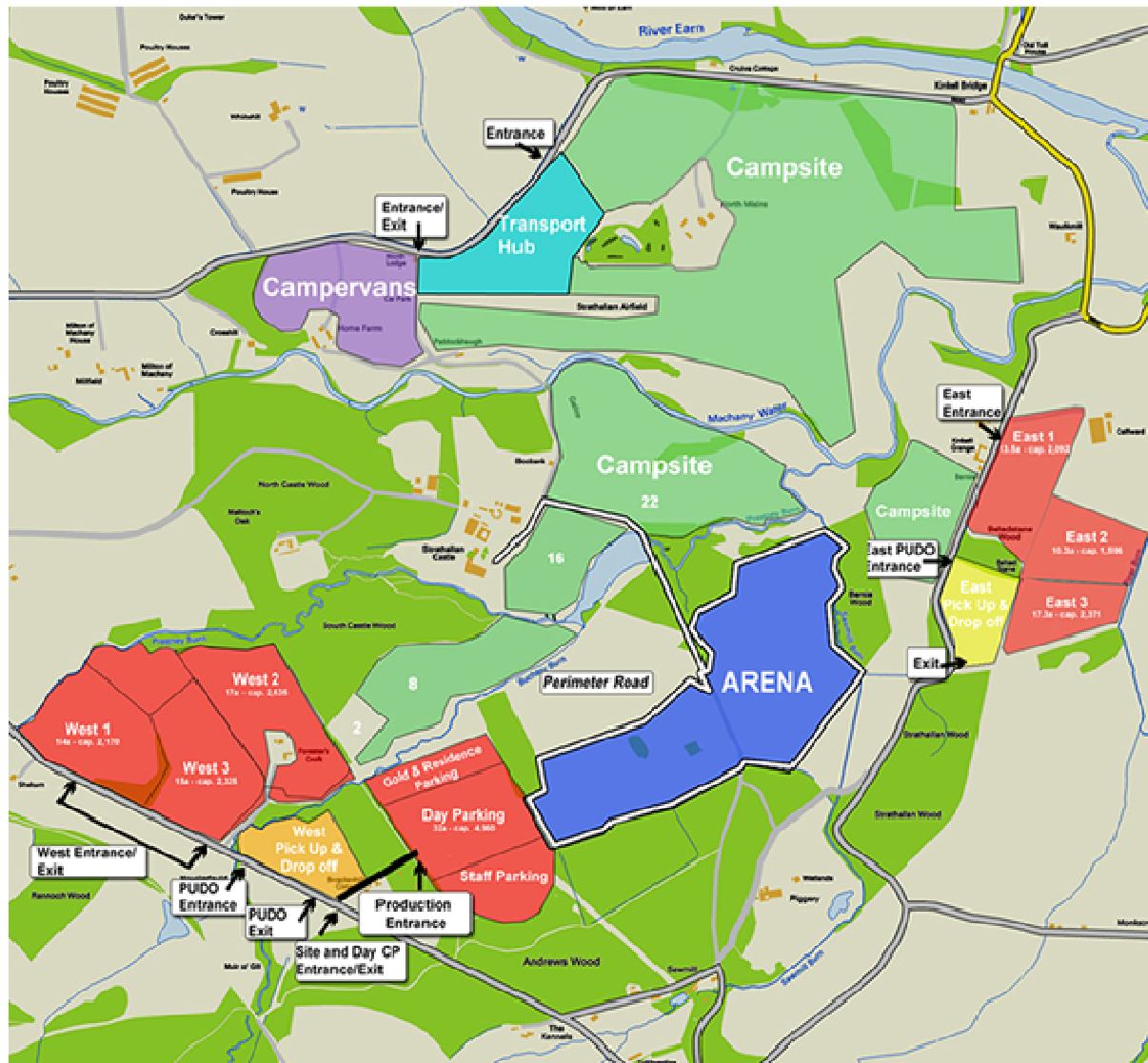


Figure 3.2 Site Layout and Design.



3.7. The following sections address the traffic management of the each stage of the event, namely:

- Build / Break Traffic (event preparation and dismantalling)
- Ingress
- Egress

3.8. The timeline of the event is provided in Table 3.2 and 3.3 below.

Table 3.2 Event Timeline – Proposed Permanent Infrastructure Works*

Activity	Week												
	1	2	3	4	5	6	7	8	9	10	11	12	13
Contractor mobilisation and workforce induction													
Marking out of site constraints imposed by habitat surveys.													
Erection of temporary fencing.													
Form SUDS ditches & swales													
Strip topsoil/turf for tracks.													
Strip topsoil/turf for borrow pits													
Excavate sand/gravels													
Excavate drainage trenches													
Lay geotextile membranes													
Lay base layer of tracks													
Lay top layer of tracks													
Re-grade & infill borrow pits													
Re-profile pedestrian routes @ 1:20													
Grass seeding to disturbed ground													
Establishment of base components for water tanks.													
Install & commission water tanks													
Installation of water main, standpipes and pipe network													
Installation of data cabling.													
Install screw piles for bridges													
Annual event preparation													
Event													
Annual decommissioning													
Rehabilitation of grass & tracks (on going)													

*Timing may extend over the next several years if required to avoid species breeding seasons, depending upon the location of the works to sensitive habitats

One – off Installation of Permanent Infrastructure

3.9. Table 3.2 identifies the proposed updated construction programme for the installation of permanent infrastructure works. This programme will have a minimal effect on the external road network and does not require traffic management. The permanent infrastructure works involve a limited number of traffic movements and may be extended over several years. It does not overlap with the main event set up.

Build / Break Traffic

- 3.10. Historically the T in the Park Build takes place over a number of weeks pre show and the break is a couple of weeks post show. Table 3.3 shows the typical programme based on 2015 dates.

Table 3.3 Event Timeline – Event Build / Break

Stage	Activity							
		1	2	3	4	5	6	
Event Site Preparation	Site Survey and pegging out							
	Establishment of site office and temporary laydown compound and staff facilities							
	Delivery of plant, scaffold, fencing and trackway.							
	Staff induction and Installation of conservation fencing							
	Temporary trackway installed							
	Temporary footbridge and ramp installation							
	Erection of protective fencing							
	Installation of Security Wall							
Event preparation	Preparation of car-parks							
	Equipment deliveries and establishment of catering facilities							
	Erection of temporary structures							
	Installation of pre-pitched camping							
	Installation of campsite toilets and blocks							
	Delivery and testing of sound and technical equipment							
The Event	Establishment of police, ambulance and emergency stations							
Decommissioning	Removal of Equipment							
	Removal of Temporary Structures							
	Site Clean Up and Waste Transfer							
	Rehabilitation of grass and tracks							

- 3.11. Vehicles travelling to site for the T in the Park build will be signed to use the A9 Loaninghead Junction. From here they will travel north along the A823 to the off site holding area. All build vehicles wanting to access the T in the Park site will be directed to this holding area. Based on experience of previous events, it is proposed that all Build traffic will be directed to the off site holding area via the A9 junction with the A823. This junction has recently been upgraded so as to cope with the build / break traffic for the Ryder Cup 2014 at Glen Eagles Golf Course.
- 3.12. On entering the off site holding area vehicles will be stopped by SEP and the driver asked for proof of delivery. Once in the holding area the load of the vehicle will need to be identified and logged. If they are delivering a package suitable for manual handling SEP will sign for the package and take responsibility for the item. If the delivery is small enough to be manually handled, they will make their delivery at the holding area. The delivery Driver will then be directed out of the off site holding area towards the Loaninghead Junction of the A9. If the delivery is not suitable for manual handling, the vehicle will be put into the holding pattern. The driver will be shown the Site Health and safety video whilst the site office is contacted to announce the arrival of the vehicle. The site office will be able to advise when they require the vehicle to be allowed onto site.

- 3.13. Once vehicles have been checked in by the holding area supervisor, they will be logged and called to the site only when ready to be unloaded. The security provider will search the vehicle then SEP will take responsibility of the vehicle.
- 3.14. Once the vehicle has been given clearance to enter the site, a site build pass will be issued. On this pass will be noted the Vehicle's Registration, driver name and a contact number of the driver and will be directed or escorted to a suitable unloading area. The security provider is responsible for logging vehicle and driver details. Swept path analysis of the construction traffic route has been undertaken. Each vehicle will be assessed and depending upon the size or nature of the load may require to be escorted. The constraints on the road network will influence these decisions. Dependant on the location for the unloading of the vehicle, vehicles may be directed or escorted to site. Small deliveries that have been signed for at the off site holding area then taken in to the site at regular intervals as arranged with the holding area supervisor. This process was used at the previous site and reduced the number of vehicles on site. At the new site this will also reduce the number of vehicles on the local road infrastructure and reduce the impact to local road users. If a vehicle is being escorted to the site, any deliveries suitable for manual handling will also be taken to the site simultaneously. SEP will run the package to the correct destination on the site.
- 3.15. In the week in the lead up to the event, civilian traffic management has been identified which manages road constraints on the network to the site (see figure 3.4).
- 3.16. To access the site from the holding area, vehicles will be directed along the temporary roadway towards Stewarts Building Services on Easthill Road where they will turn left toward Tullibardine and access the site through the new access road proposed in the planning application north of Bracken Hill as shown in Figure 3.4.
- 3.17. Table 3.4 provides a summary of the daily attendance to site not including show days, based upon 2014 figures. It is expected that there will be little variation to these figures for the Strathallan site. Please note that these figures represent the attendance to the site. The figures departing the site will be the same as the traffic attending the site. There is a difference in break vehicle numbers vs build vehicle numbers. Many of the deliveries are of consumables and as such don't need to be collected. A number of vehicles during the build phase account for staff/contractors that do not form part of the break period.
- 3.18. The period of time shown by Table 3.4 is from 17 days prior to the site being open to public (build) to 7 days post the site closing to public (break). Prior to the build and post the break the traffic numbers are minimal and as such deemed to be insignificant to this plan.
- 3.19. The purpose of this holding area is to be able to control the movement of build traffic into the site in order to avoid congestion on the local roads. Figure 3.3 show the location of the Offsite Holding area.

Table 3.4: T in the Park Build Traffic Figures 2014

Dates are given as countdown to the first show day (SD) on the Thursday and Count up after last show day on the Monday.					
Date	Day	Vehicles Per Day	Date	Day	Vehicles Per Day
SD - 17	Monday	59	Show Day	Thursday	N/A
SD - 16	Tuesday	70	Show Day	Friday	N/A
SD - 15	Wednesday	83	Show Day	Saturday	N/A
SD - 14	Thursday	105	Show Day	Sunday	N/A
SD - 13	Friday	104	Show Day	Monday	N/A
SD - 12	Saturday	76			
SD - 11	Sunday	78	SD + 1	Tuesday	374
SD - 10	Monday	189	SD + 2	Wednesday	259
SD - 9	Tuesday	172	SD + 3	Thursday	207
SD - 8	Wednesday	199	SD + 4	Friday	210
SD - 7	Thursday	241	SD + 5	Saturday	79
SD - 6	Friday	180	SD + 6	Sunday	57
SD - 5	Saturday	271	SD + 7	Monday	125
SD - 4	Sunday	233	Post Show total		1311
SD - 3	Monday	402			
SD - 2	Tuesday	456			
SD - 1	Wednesday	733			
Pre Show total		3651			

Figure 3.3 Offsite Holding Area to the North of Glen Eagles Golf Course on the A823.



Figure 3.4 Offsite holding area and routes to the site from the offsite holding area.



Management of Build /Break Traffic

Site Rules

- 3.20. All traffic entering the event site must comply with the T in the Park Rules.

T in the Park Music Festival Site Vehicle Rules

- 1 Anybody operating a vehicle must have the relevant license to operate the vehicle and will be shown a video of site rules and regulations at the entry point to the site or on collection of their site vehicle. (See Appendices 1-6 of the TMP)
- 2 The site Speed limit will be set to a maximum speed limit of 10 mph.
- 3 All vehicles will have dipped headlights on whilst moving around the site and/or Beacon light if fitted and applicable
- 4 All vehicles must have a valid event 'build up or other event vehicle pass in the form of a hanger with a company name and contact number of the onsite driver in the vehicle at all times. This will be in conjunction with each driver wearing their "driver's wristband". These are issued by G4S so as to identify people who have watched the Site Safety Induction DVD
- 5 At no time must any vehicle be left unattended blocking access routes around the site

Arena & Campsite Production Vehicles

- 3.21. Entry to all event build vehicles will be through the new access road proposed in the planning application north of Bracken Hill as shown in Figure 3.4.
- 3.22. Any overnight arrivals must wait in the designated off site holding area.
- 3.23. Any oversized vehicles scheduled will be detailed here once confirmed.
- 3.24. Directional signage to the off site holding area will be erected in agreement with Local Authority and Traffic Scotland. These will be installed on the 15th of June.

- 3.25. SEP will provide a presence both on site and at the off site holding area from the start of the build through to the end of the break to manage the arrival of pre and post show traffic.
- 3.26. This will consist mainly of Production and Site Crew vehicles but will also be deliveries to the site which have come via the offsite holding area.
- 3.27. During this period a number of vehicles will be arriving onsite and SEP will control movements around the site of vehicles that are delivering to the site or arriving on site to be parked for either short or long term parking.
- 3.28. Some site vehicles e.g. Gators, Crew 4x4's, Security, etc will not require escorting/guiding through the site but will all comply with T in the Park Site Vehicle Rules.
- 3.29. Working areas within the site – Back Stage, the Arena etc, will be under the control of the Production Health and Safety Manager and SEP will work under their specific requirements based on prevailing circumstances.
- 3.30. Signage will be used to indicate that 10mph is the maximum Speed limit allowed for any vehicle on site. Any party breaching this speed limit will be warned about the breach and requested to watch the instructional video again. Further failure to comply will result in losing their right to drive on site pending review by the Site Health and Safety Manager / Site Manager.

Deliveries

- 3.31. All delivery vehicles will be escorted by SEP to the most suitable area for them to unload. If this area is temporarily unavailable the vehicle will be required to wait in the off site holding area pending further instruction.

Concessions

- 3.32. Between Monday 6th July and Thursday 9th July, Concessions arriving on site will be held in the Offsite Holding Area until they are called onto site to be located.
- 3.33. Whilst onsite – concessions will be advised of the rules in the form of an instructional video, on completion of watching drivers will be given a wristband that shows they have watched and understood the video. This will enable easy identification of parties who are allowed to drive on the event site.
- 3.34. This process will be managed by the catering company's concessions manager in conjunction with SEP, the security provider, concessions accreditation manager and site manager.

Traders

- 3.35. All traders will be issued with details of their agreed curfew times as they come on to site and their activity will be managed by the concessions manager based in the off site holding area.
- 3.36. Whilst onsite – traders will be advised of the rules in the form of an instructional video, on completion of watching drivers will be given a wristband that shows they have watched and understood the video. This will enable easy identification of parties who are allowed to drive on the event site.

Site Services

- 3.37. Service Vehicles roving around the site will have the correct passes at all times. These vehicles will also have to adhere to the T in the Park Festival Site Vehicle Rules.

Directions around the Site

- 3.38. An Internal sign schedule of similar standards as the external signage will be produced to direct traffic around the site.
- 3.39. SEP will direct or escort vehicles to destinations which are within the production area. SEP will deploy Traffic Marshalls to suitable dynamic locations around the perimeter road. This will help direct traffic where appropriate or control traffic allowing maximum through flow.

Holding, Parking and Storage Areas

- 3.40. Non essential production vehicles will be parked in the staff car park.
- 3.41. Static trailer parking is available at the off site holding area, direction can be obtained from SEP or the site office.

Staff on Build up Areas

- 3.42. SEP staff will always be wearing a Hi-Viz tabard that conforms to BS EN471 when directing moving traffic.

Site Exit Points

- 3.43. Exiting the site will be via the same gate as entering the site.

Management of Staff Movements during the Event

Perimeter Shuttle Buses

3.44. To minimise vehicle movements during show times there will be a perimeter shuttle bus service. This bus will stop at key points along the perimeter road. Further information and about the route, stops, frequency and service provision will be included here once confirmed.

3.45. Figure 3.5 shows the proposed location for the internal perimeter roads.

Figure 3.5 Internal Perimeter roads



Curfews

- 3.46. Curfew times will be in place for all vehicle movement within the arena and within the campsites when the public are on the premises, at times imposed by the Joint Operations Control Centre (JOCC). The JOCC will vary the times as appropriate to circumstances and may permit an individual specific movement, or allow movement under caution by specific vehicles or groups of vehicles during these periods. This will be determined by the JOCC on the basis of circumstance. All site vehicles and agency vehicles must comply with any instruction issued by the JOCC.

Pedestrian Barriers

- 3.47. There will be pedestrian barriers placed around the back stage area to prohibit access to non essential pedestrian traffic. Dedicated pedestrian walkways will be installed so as to separate as much as possible people from vehicle movement within the backstage areas. The placement of these barriers is dependent on the ground conditions and the final layout of the road so these will be decided and laid out on site.
- 3.48. In the backstage areas SEP will assist Artiste logistical staff in managing vehicle parking and manoeuvring. Main backstage pad areas will be kept clear of non working personnel during periods of large vehicle movement by use of staff and where appropriate barrier lines.

Public Ingress

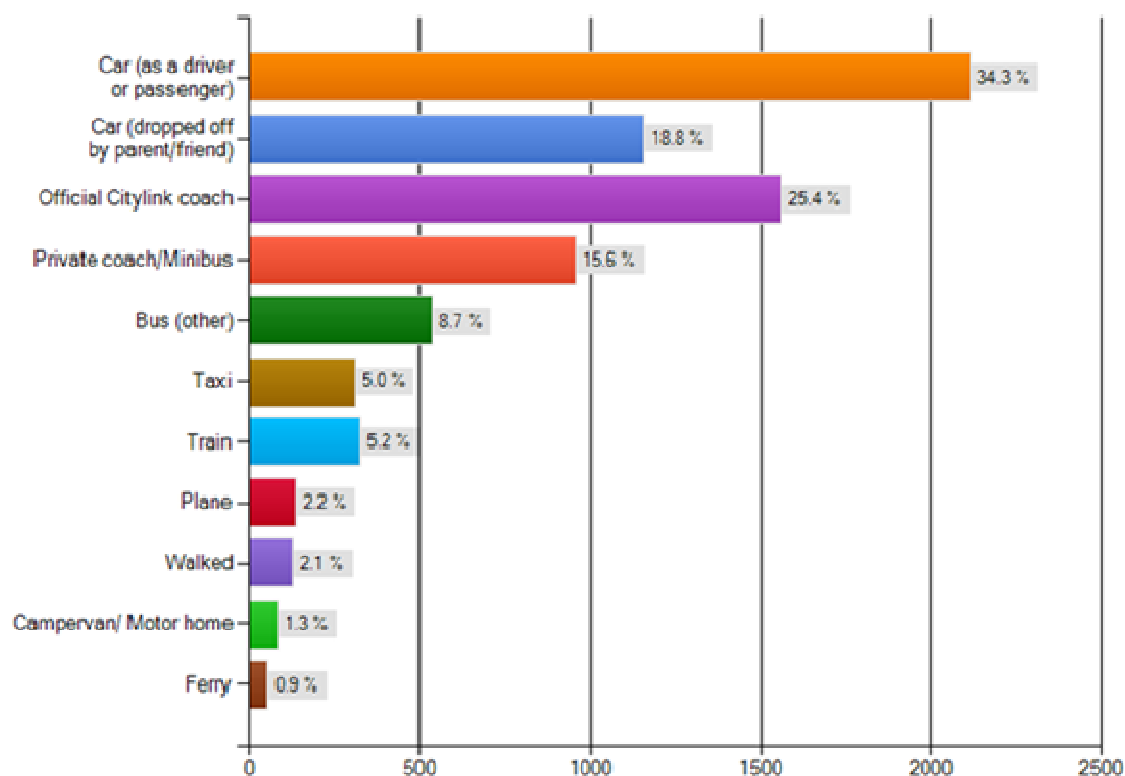
- 3.49. Given that this is new site, previous postcode data from the Balardo site, which determines where visitors are likely to arrive from, has been used to develop the first drafts of the TMP. This will be further refined and specific traffic measures identified for each particular route once ticket sales are analysed closer to the event.
- 3.50. A signage schedule will be designed, agreed with the Traffic Sub-Group, and implemented to direct vehicles travelling to the event from all directions.
- 3.51. All traffic will be routed, wherever possible, away from highly populated areas and kept to trunk road and motorway networks where vehicle flow can be maintained to its maximum.
- 3.52. Positive static traffic control measures including alternative routes and diversion signs will be implemented wherever necessary to maximise traffic flows on these primary routes. These details will be finalised following ticket sale analysis.
- 3.53. Below is the data which has been used to plan the most suitable routes from different directions for the expected volumes of traffic.

Public Traffic Data

- 3.54. Post the 2014 event in Balado, a market research survey was completed by nearly 9,000 attendees of the 2014 music festival. The transport related results are below.

Figure 3.6 Transport Questionnaire from 2014 Balado Site

Which of the following types of transport did you use for your journey to T in the Park 2014?



OTHER

Happy Bus	16 responses
Kinross Shuttle Bus	7 responses

- 3.55. From this information, it has been possible to forecast the volume and method of travel per type of attendee in order to estimate the maximum expected numbers for the Strathallan site.
- 3.56. Table 3.5 shows the estimated volume and method of travel. Table 3.6 shows the total daily breakdown of Vehicle Movements based on 2015 data, of the different routes:
- Brown – Crieff and A85
 - Pink – Perth and A85 SB
 - Red – Inverness and A9 SB

- Dark Green - Edinburgh and Glasgow
- Lime Green – Fife and M90 MB
- Orange – Aberdeen and A90 SW

Table 3.5 Forecasted Volume and Method of Travel based on 2014 Market Research Survey Results and the 2015 ticket sales sample of 30,000 tickets

		RED BROWN and PINK							
		Plus 20%	100%	Plus 20%	100%	Plus 20%	100%	Plus 20%	100%
		Brown		Red		Pink		MERGE	
<u>Total (Sample) x 3.86</u>									
12946		5547		3833		3567		12946	
Parking	34.30%	1903	1582	1315	1095	1223	1019	4441	3696
Vehicles	2.8	679	565	470	391	437	364	1586	1320
Thurs	34.78%	236	197	163	136	152	127	552	459
Peak Flow	17.00%	40	33	28	23	26	22	94	78
Fri	39.13%	266	221	184	153	171	142	621	517
Peak Flow	17.00%	45	38	31	26	29	24	105	88
Sat	13.04%	89	74	61	51	57	47	207	172
Peak Flow	17.00%	15	13	10	9	10	8	35	29
Sun	13.04%	89	74	61	51	57	47	207	172
Peak Flow	17.00%	15	13	10	9	10	8	35	29
Drop Off	23.80%	1320	1098	912	760	849	707	3081	2565
Vehicles	2.8	471	392	326	271	303	253	1100	916
Thurs	34.78%	164	136	113	94	105	88	383	319
Peak Flow	17.00%	28	23	19	16	18	15	65	54
Fri	39.13%	184	153	127	106	119	99	431	358
Peak Flow	17.00%	31	26	22	18	20	17	73	61
Sat	13.04%	61	51	42	35	40	33	144	119
Peak Flow	17.00%	10	9	7	6	7	6	24	20
Sun	13.04%	61	51	42	35	40	33	144	119
Peak Flow	17.00%	10	9	7	6	7	6	24	20
Sub Totals		3223	2680	2227	1855	2072	1726	7522	6261
Vehicles	2.8	1151	957	795	663	740	616	2686	2236
Citylink	25.40%	1409	1171	974	810	906	753	3288	2734
Number of Runs	Thurs								
	Fri								
Note:	Sat								
Buses are not Routed via these									
Routes	Sun								
	Mon								
Total Runs									
Coach and Bus	24.30%	1348	1121	931	774	867	721	3146	2616
Based on 52 Seats									51
Train	5.20%	288	240	199	166	185	154	673	560
Plane	2.20%	122	101	84	70	78	65	285	237
Campervan	1.30%	72	60	50	41	46	39	168	140

		ORANGE and LIME GREEN					
		Plus 20%	100%	Plus 20%	100%	Plus 20%	100%
<u>Total (Sample) x 3.86</u>		<u>Orange</u>		<u>Lime Green</u>		<u>MERGE</u>	
24299		16644		7654		24299	
Parking	34.30%	5709	4747	2625	2183	8334	6930
Vehicles	2.8	2039	1695	938	780	2977	2475
Thurs	34.78%	709	590	326	271	1035	861
Peak Flow	17.00%	121	100	55	46	176	146
Fri	39.13%	798	663	367	305	1165	968
Peak Flow	17.00%	136	113	62	52	198	165
Sat	13.04%	266	221	122	102	388	323
Peak Flow	17.00%	45	38	21	17	66	55
Sun	13.04%	266	221	122	102	388	323
Peak Flow	17.00%	45	38	21	17	66	55
Drop Off	23.80%	3961	3300	1822	1515	5783	4815
Vehicles	2.8	1415	1179	651	541	2065	1719
Thurs	34.78%	492	410	226	188	718	598
Peak Flow	17.00%	84	70	38	32	122	102
Fri	39.13%	554	461	255	212	808	673
Peak Flow	17.00%	94	78	43	36	137	114
Sat	13.04%	185	154	85	71	269	224
Peak Flow	17.00%	31	26	14	12	46	38
Sun	13.04%	185	154	85	71	269	224
Peak Flow	17.00%	31	26	14	12	46	38
Sub Totals		9670	8047	4447	3698	14118	11745
Vehicles	2.8	3454	2874	1588	1321	5042	4195
Citylink	25.40%	4228	3522	1944	1617	6172	5138
Number of Runs	Thurs						102
	Fri						100
	Sat						74
	Sun						88
	Mon						86
Total Runs							450
Coach and Bus	24.30%	4045	3369	1860	1547	5905	4916
Based on 52 Seats							94
Train	5.20%	866	721	398	331	1264	1052
Plane	2.20%	366	305	168	140	535	445
Campervan	1.30%	216	180	100	83	316	263

		DARK GREEN WEST and EAST					
		Plus 20%	100%	Plus 20%	100%	Plus 20%	100%
		Bright Green West		Bright Green East		MERGE	
Total (Sample) x 3.86							
	77706	52820		24885		77706	
Parking	34.30%	18117	15065	8536	7097	26653	22162
Vehicles	2.8	6470	5380	3048	2535	9519	7915
Thurs	34.78%	2251	1871	1060	882	3311	2753
Peak Flow	17.00%	383	318	180	150	563	468
Fri	39.13%	2532	2105	1193	992	3725	3097
Peak Flow	17.00%	430	358	203	169	633	527
Sat	13.04%	844	702	398	331	1242	1032
Peak Flow	17.00%	143	119	68	56	211	176
Sun	13.04%	844	702	398	331	1242	1032
Peak Flow	17.00%	143	119	68	56	211	176
Drop Off	23.80%	12571	10453	5923	4925	18494	15378
Vehicles	2.8	4490	3733	2115	1759	6605	5492
Thurs	34.78%	1562	1299	736	612	2297	1910
Peak Flow	17.00%	265	221	125	104	391	325
Fri	39.13%	1757	1461	828	688	2585	2149
Peak Flow	17.00%	299	248	141	117	439	365
Sat	13.04%	586	487	276	229	862	716
Peak Flow	17.00%	100	83	47	39	146	122
Sun	13.04%	586	487	276	229	862	716
Peak Flow	17.00%	100	83	47	39	146	122
Sub Totals		30689	25518	14458	12022	45147	37540
Vehicles	2.8	10960	9113	5164	4294	16124	13407
Citylink	25.40%	13416	11156	6321	5256	19737	16412
Number of Runs	Thurs						266
	Fri						224
	Sat						190
	Sun						238
	Mon						383
Total Runs							1301
Coach and Bus	24.30%	12835	10673	6047	5028	18882	15701
Based on 52 Seats							301
Train	5.20%	2747	2284	1294	1076	4041	3360
Plane	2.20%	1162	966	547	455	1710	1421
Campervan	1.30%	687	571	324	269	1010	840

Table 3.6 Total Daily Breakdown of Vehicle Movements based on 2015 data

VEHICLE MOVEMENT DATA DETAIL BREAKDOWN					
Build and Break Site Traffic					
Build Traffic Over 17 Days			7302		
Break Traffic Over 7 Days			2622		
TOTAL BUILD AND BREAK MOVEMENTS			9924		
Thursday				IN	OUT
Cars	Parking	In	4073	4073	
	Drop Off inc Taxis	In	2827	2827	
		Out	2827		2827
Total Cars			9727	6900	2827
Buses	City Link	In	368	368	
		Out	368		368
	Private Coach and Bus	In	156	156	
Total Buses			1048	524	524
Total Vehicle Movements			10775	7424	3351
Friday					
Cars	Parking	In	4582	4582	
		Out	1527		1527
	Drop Off inc Taxis	In	3180	3180	
Total Cars			12469	7762	4707
Buses	City Link	In	324	324	
		Out	324		324
	Private Coach and Bus	In	178	178	
Total Buses			1004	502	502
Total Vehicle Movements			13473	8264	5209
Saturday					
Cars	Parking	In	1527	1527	
		Out	1527		1527
	Drop Off inc Taxis	In	1060	1060	
Total Cars			5174	2587	2587
Buses	City Link	In	264	264	
		Out	264		264
	Private Coach and Bus	In	58	58	
Total Buses			644	322	322
Total Vehicle Movements			5818	2909	2909

Sunday			
Cars	Parking	In	1527
		Out	1527
	Drop Off inc Taxis	In	1060
		Out	1060
Total Cars			5174

Buses	City Link	In	326
		Out	326
	Private Coach and Bus	In	58
		Out	58
Total Buses			768

Total Vehicle Movements			5942
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Monday			
Cars	Parking	Out	7128
	Drop Off inc Taxis	In	7222
		Out	7222
	Total Cars		21572

Buses	City Link	In	469
		Out	469
	Private Coach and Bus	In	276
		Out	276
Total Buses			1490

Total Vehicle Movements			23062
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Combined Total Vehicle Movements - Including Build and Break			68994
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1527	
	1527
1060	
	1060
2587	2587

326	
	326
58	
	58
384	384

2971	2971
------	------

	7128
7222	
	7222
7222	14350

469	
	469
276	
	276
745	745

7967	15095
------	-------

29535	29535
-------	-------

- 3.57. The daily breakdown of vehicles has then been extrapolated onto each of its relevant routes. Using the information from the 2015 Ticket sales postcode taken from a sample of 30,000 tickets, it is possible to generate a percentage of attendees based upon geographical location and therefore the most likely route they would take to the event. This information has also been shown at the start of each route to highlight the volume of traffic using the route.
- 3.58. As the routes proposed for use merge, it will be necessary to show the total volume using the route from their merged point onwards.
- 3.59. Based upon the experiences learnt from the Balado site, the arrival pattern (flow rate) of the attendees is best represented using the parameters below.

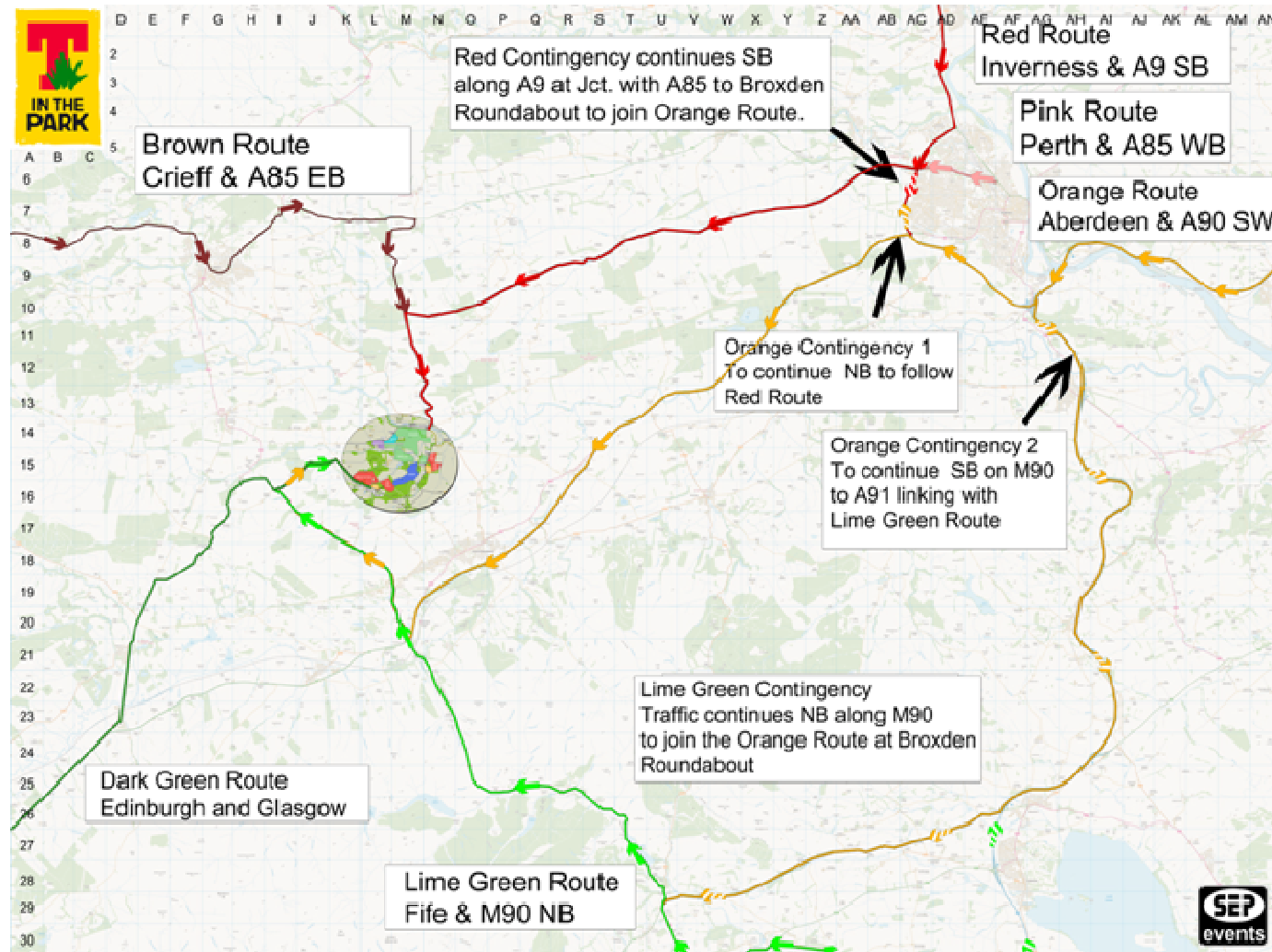
90% of arrival trips would arrive between the Peak Period of 09:00 – 16:00
60% of arrival trips would arrive between Peak Hours of 11:00 – 15:00
30% would be spread between the remaining Peak Period
10% of arrival trips would arrive out with the Peak Period of 09:00 – 16:00

Ingress

- 3.60. A signage schedule has been designed to direct vehicles travelling to the event from directions. This can be found in Appendix 1-6 of this TMP.
- 3.61. Ingress routes to the event have been planned to minimise congestion in the area.
- 3.62. All traffic will be routed, wherever possible, away from highly populated areas and kept to trunk road and motorway networks where vehicle flow can be maintained to its maximum.
- 3.63. Positive static traffic control measures including alternative routes and diversion signs will be implemented wherever necessary to maximise traffic flows on these primary routes. These can be seen in Appendix 1-6 of this TMP.
- 3.64. The following maps will show a breakdown of the different routes attendees will use to access the site.
- 3.65. These routes and their colour coding are as follows (note: includes map grid references):
- Brown – Crieff and A85
 - Pink – Perth and A85 SB
 - Red – Inverness and A9 SB
 - Dark Green - Edinburgh and Glasgow
 - Lime Green – Fife and M90 MB
 - Orange – Aberdeen and A90 SW

Note: Contingency Routes are described in more detail in Chapter 5. Traffic Management Mitigation Measures

Figure 3.7 Overview of Traffic Routes and Assigned Colours



Brown, Pink & Red Route Ingress

Figure 3.8 Brown Route Overview – Crieff and A85

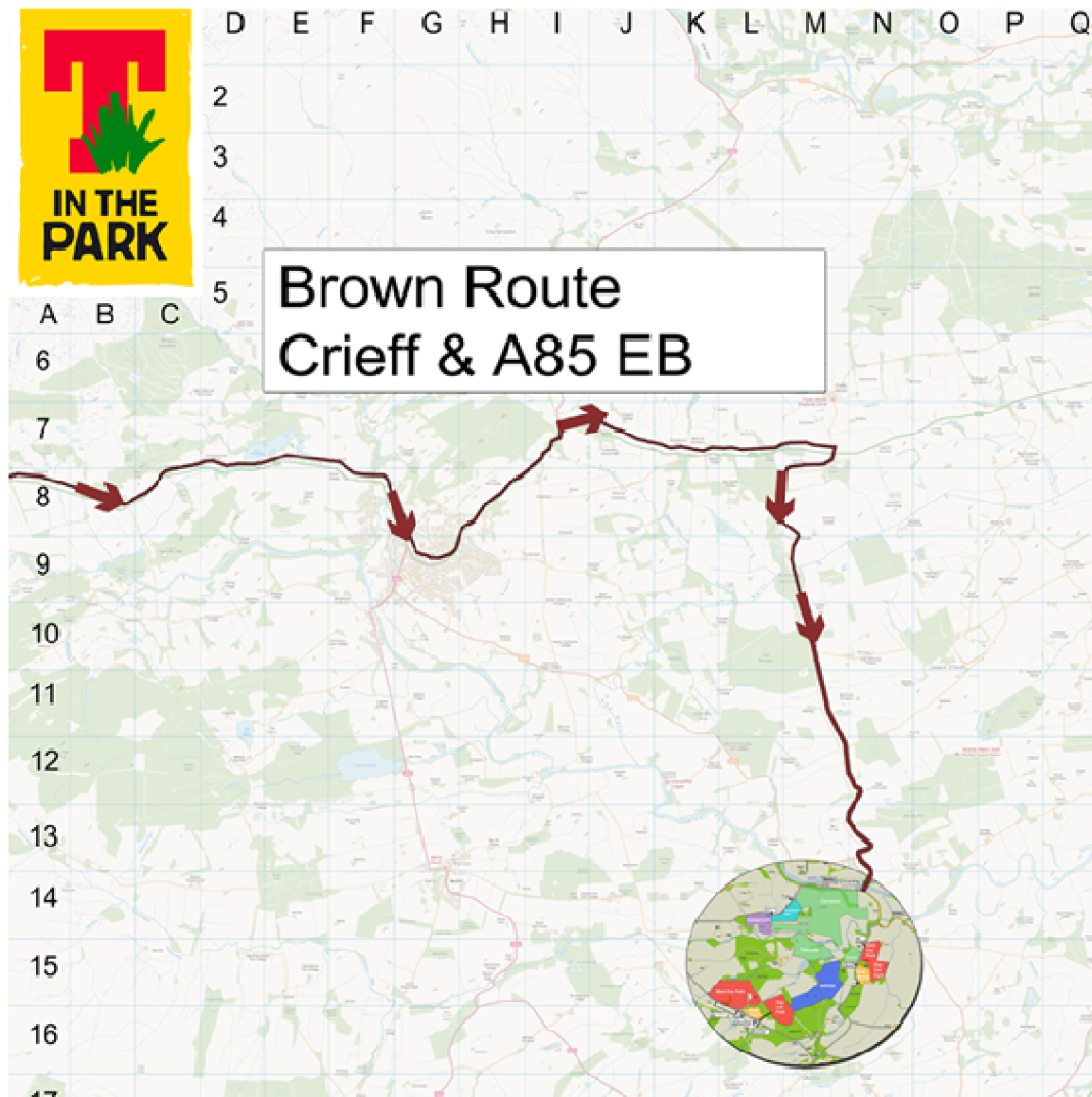


Figure 3.9 Brown Route – Crieff and A85 Inbound

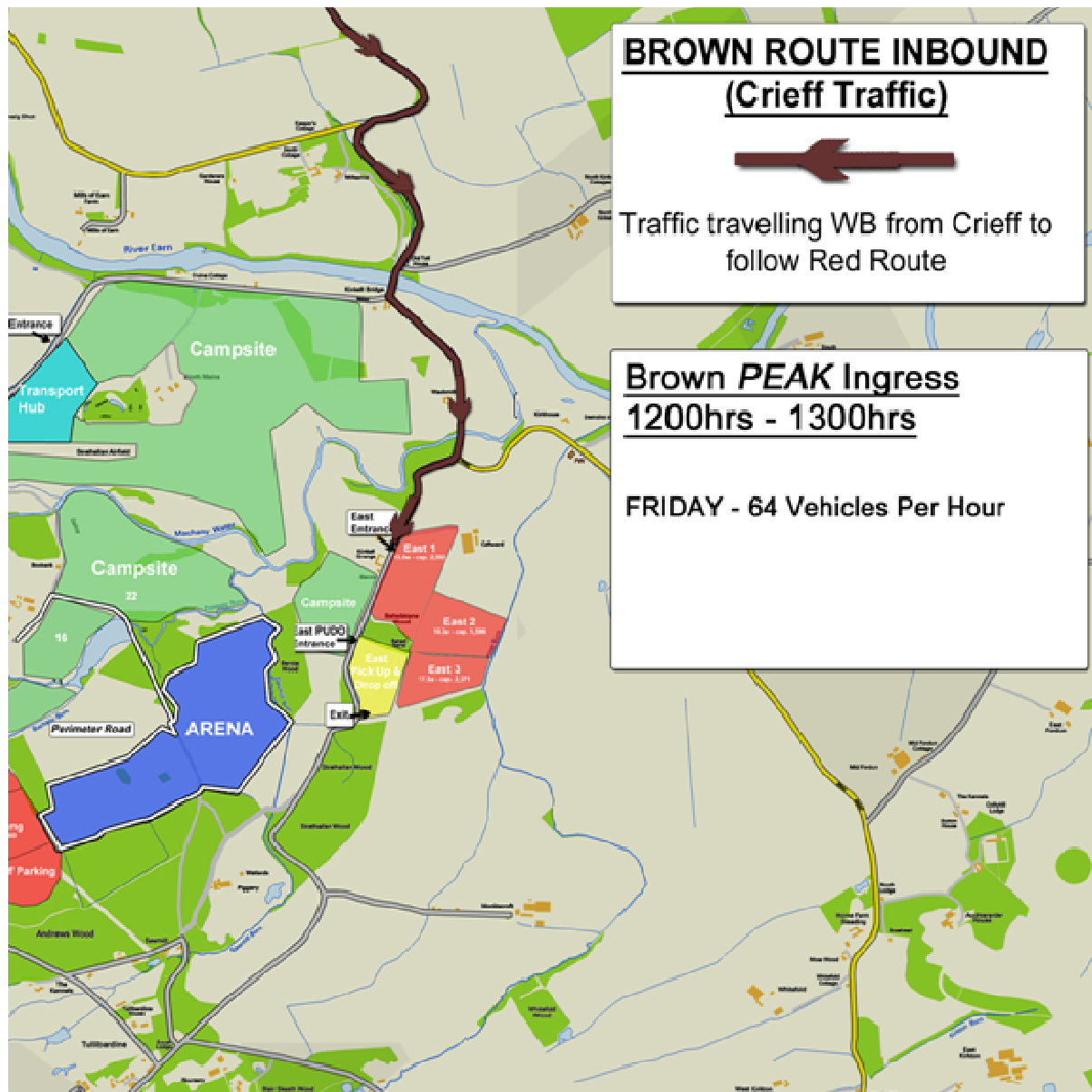


Figure 3.10 Pink Route Overview: Traffic travelling WB from Perth to merge in with existing Red Route

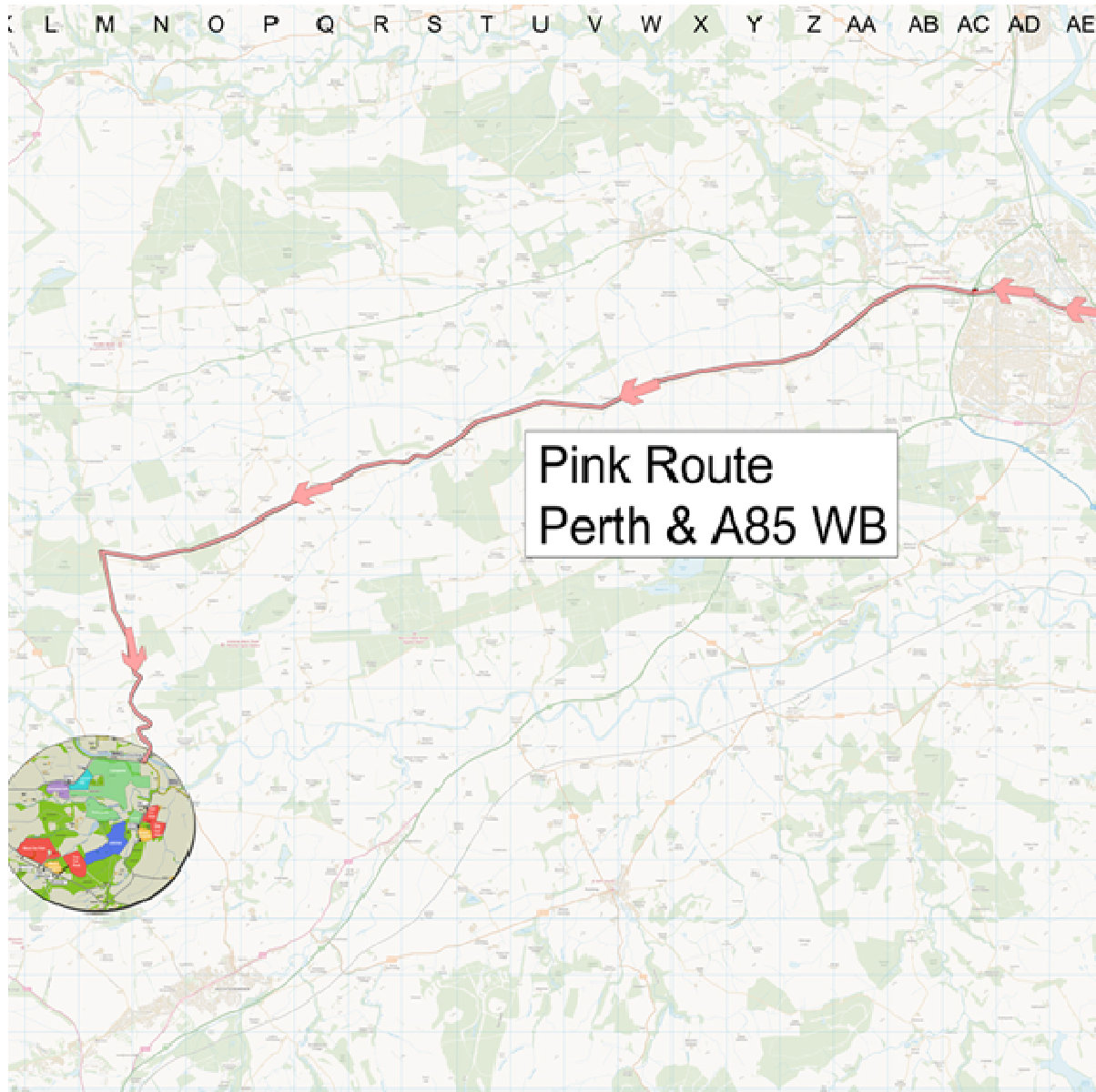


Figure 3.11 Pink Route: Inbound

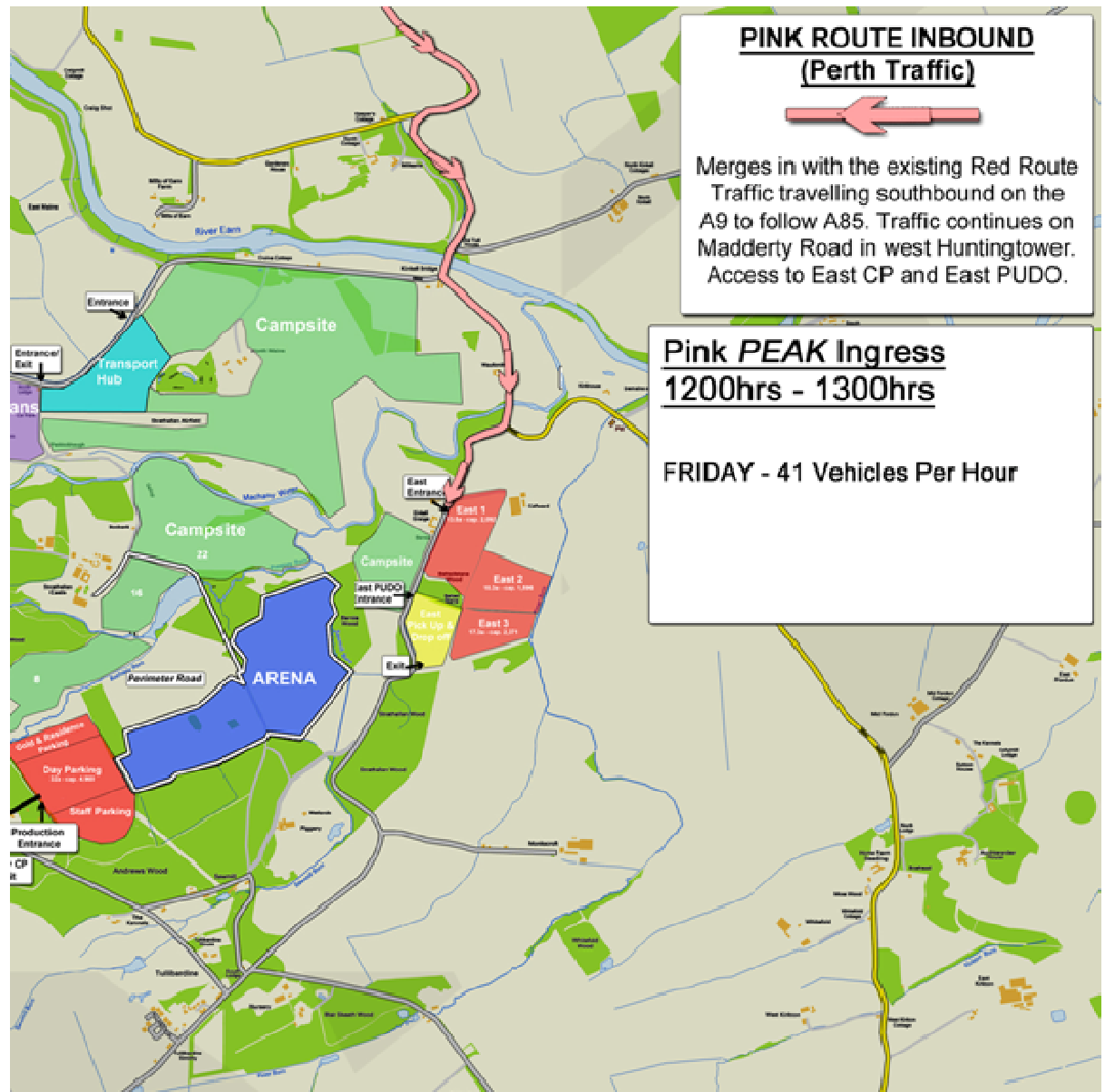


Figure 3.12 Red Route Overview: Traffic travelling from Inverness and the North heading SB on the A9

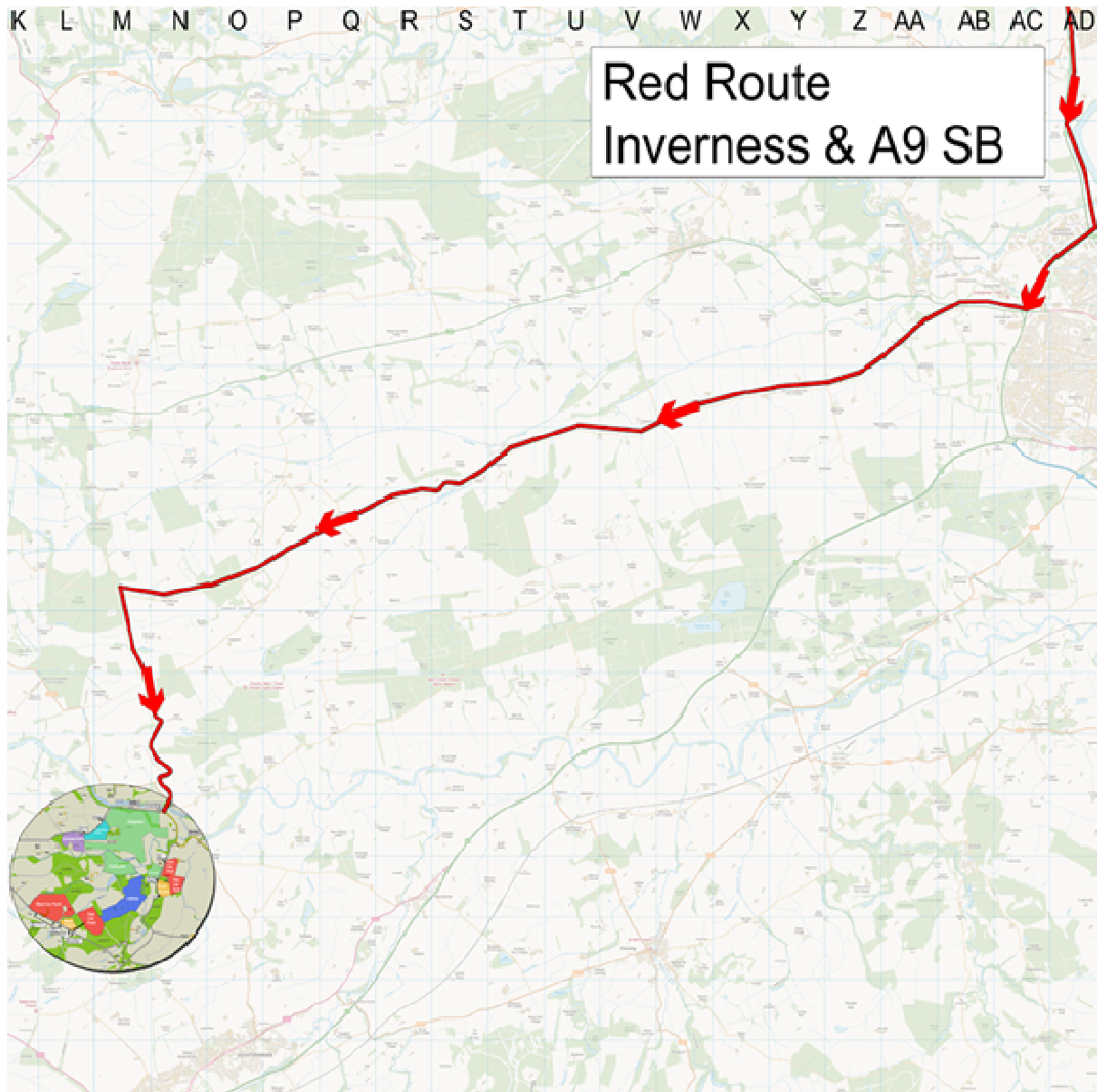


Figure 3.13 Red Route Inbound (Pitlochry Traffic) – Daily Traffic Flows

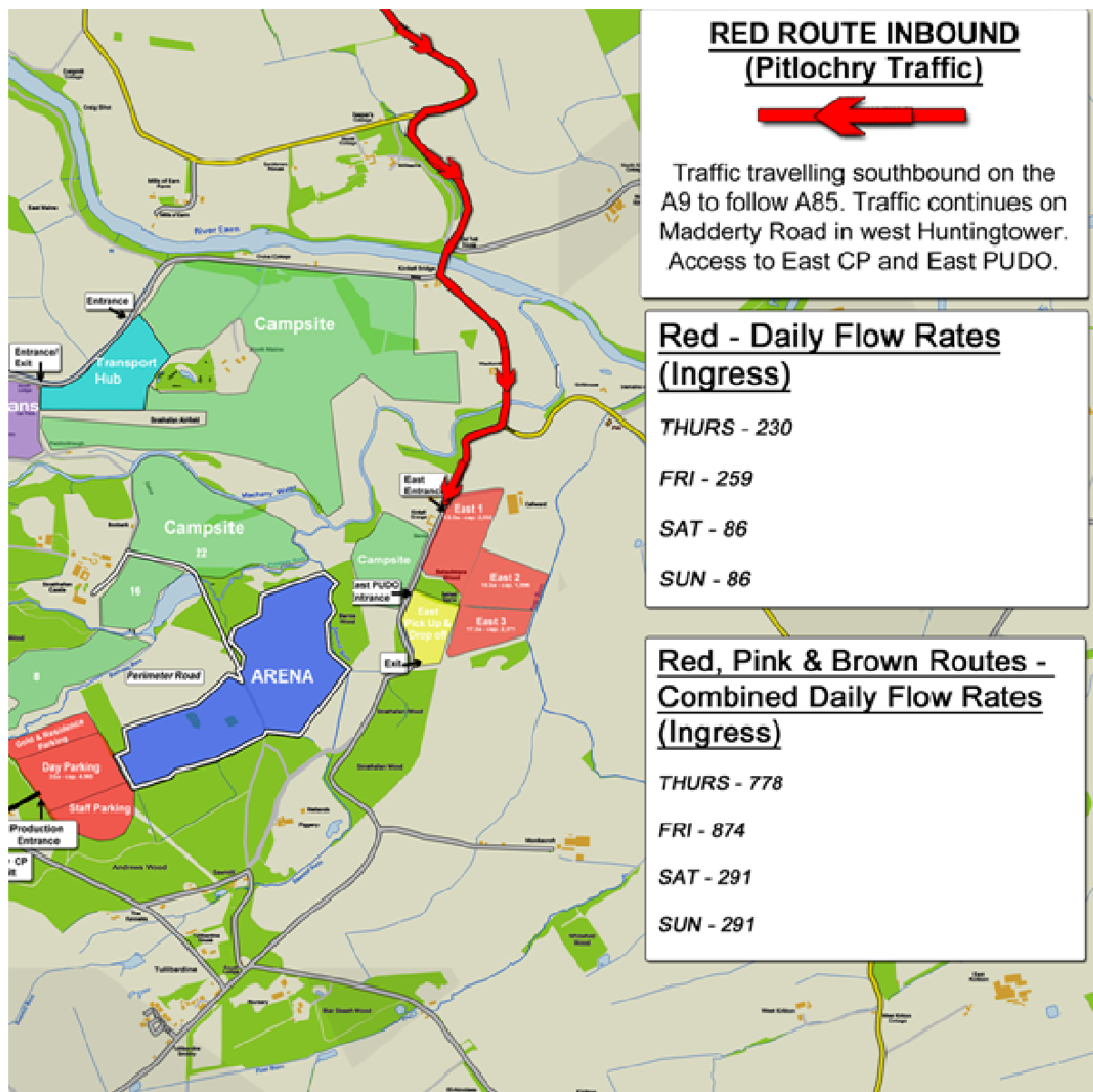
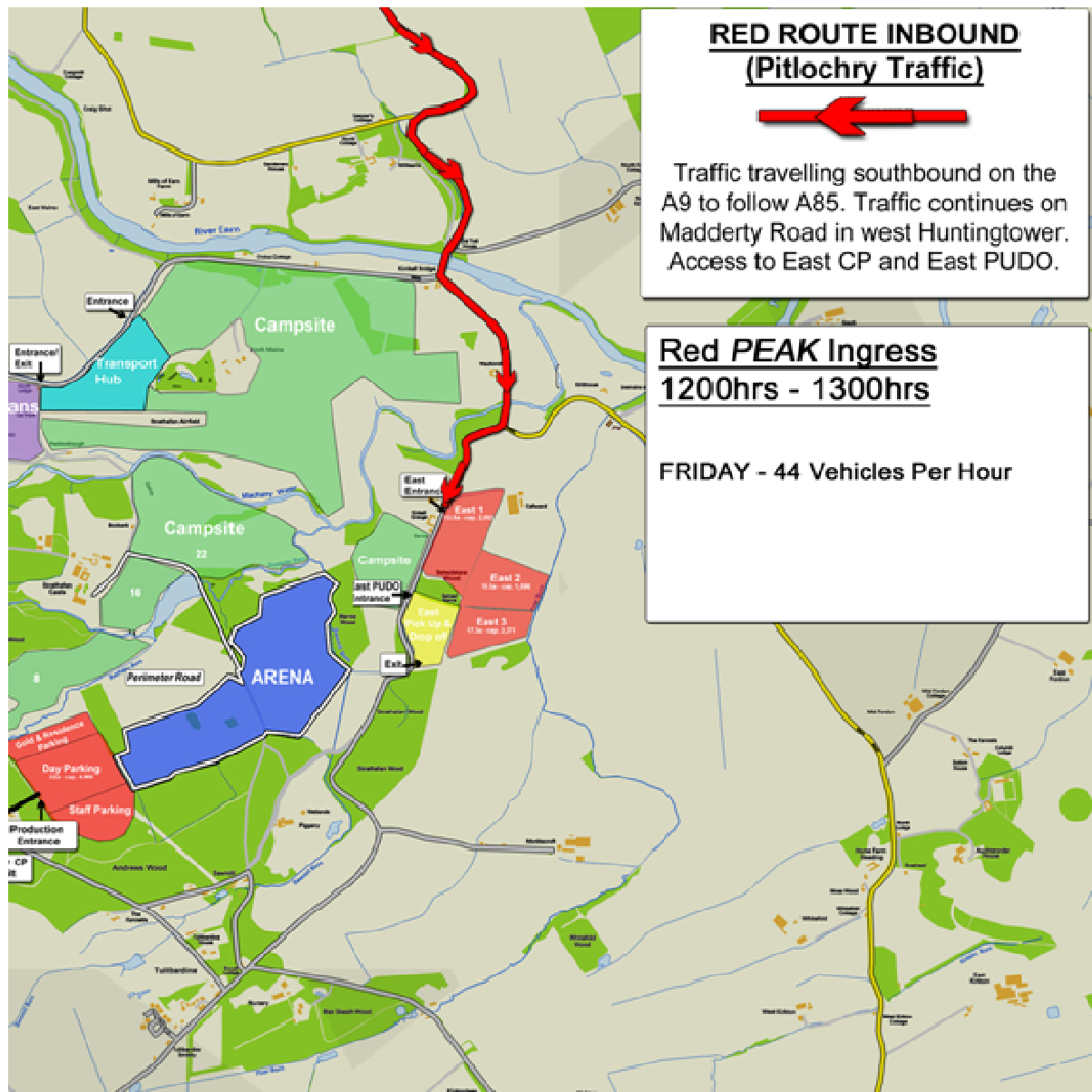


Figure 3.14 Red Route Peak Inbound (Pitlochry Traffic)



Orange Route & Lime Green Route Ingress

Figure 3.15 Orange Route Overview: Traffic from Aberdeen heading SW on the A9 will then use the A823 NB at Loaninghead Jct.

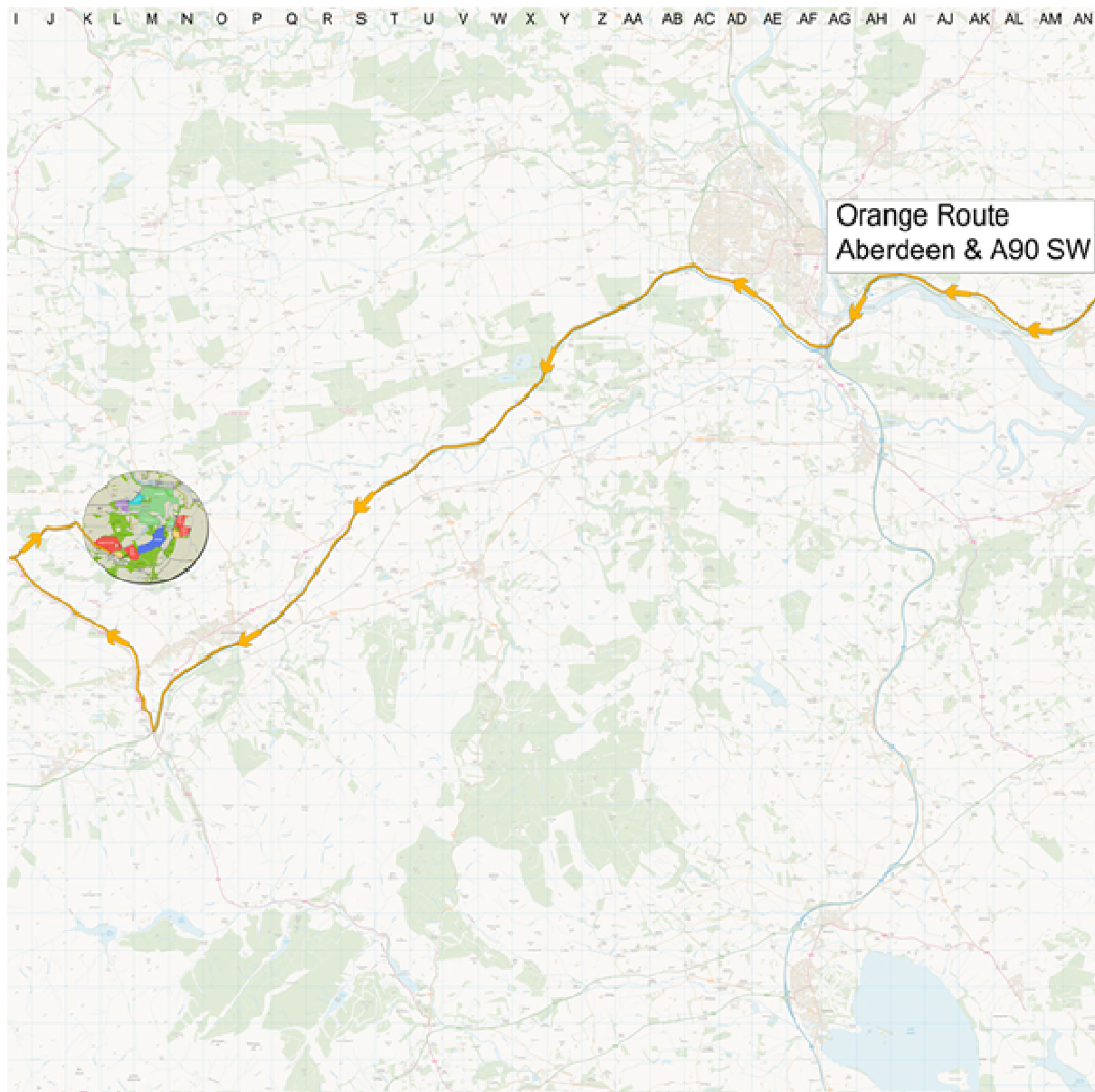


Figure 3.16 Orange Route Inbound – Daily Traffic Flows

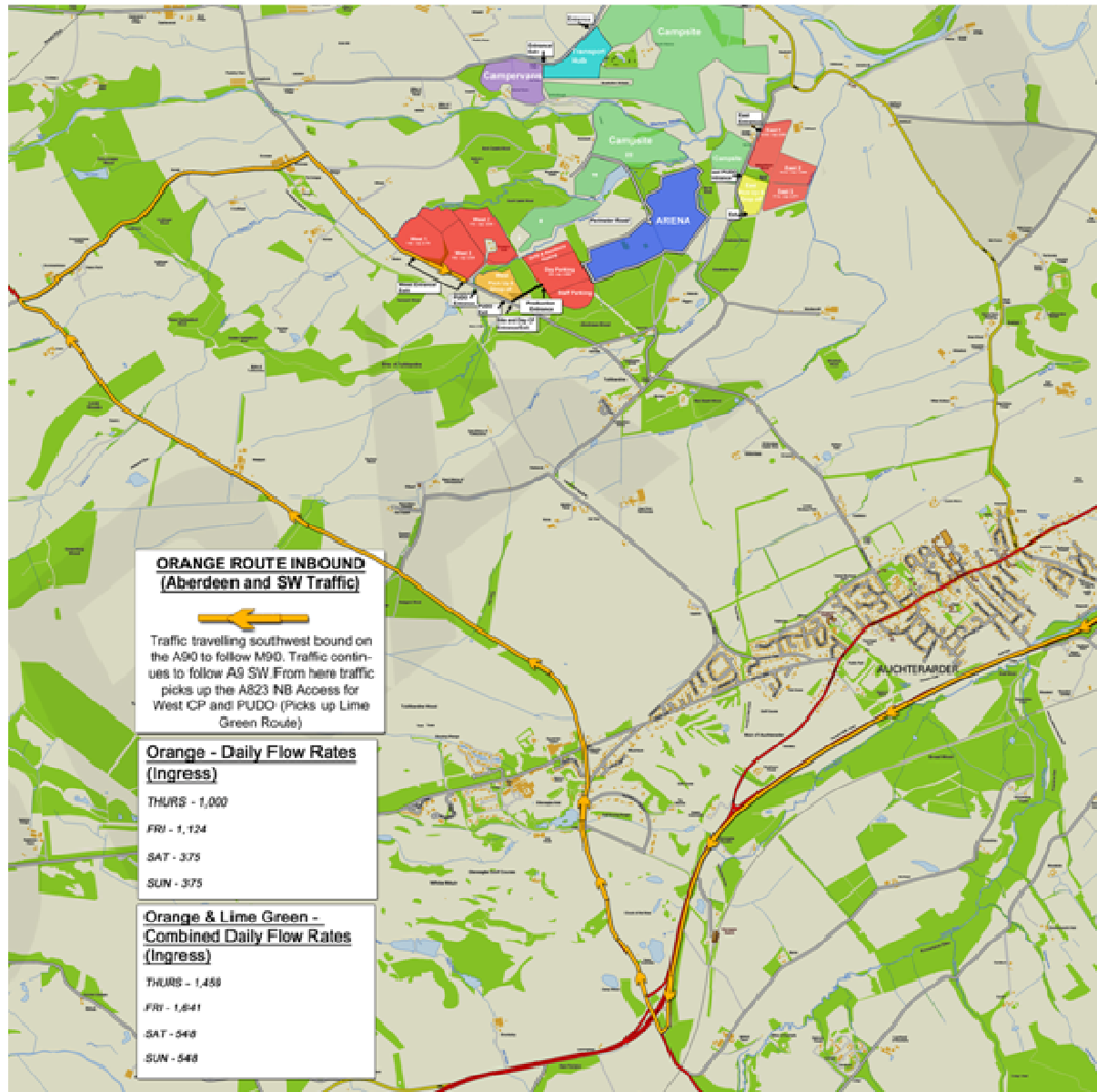


Figure 3.17 Orange Route Peak Inbound.

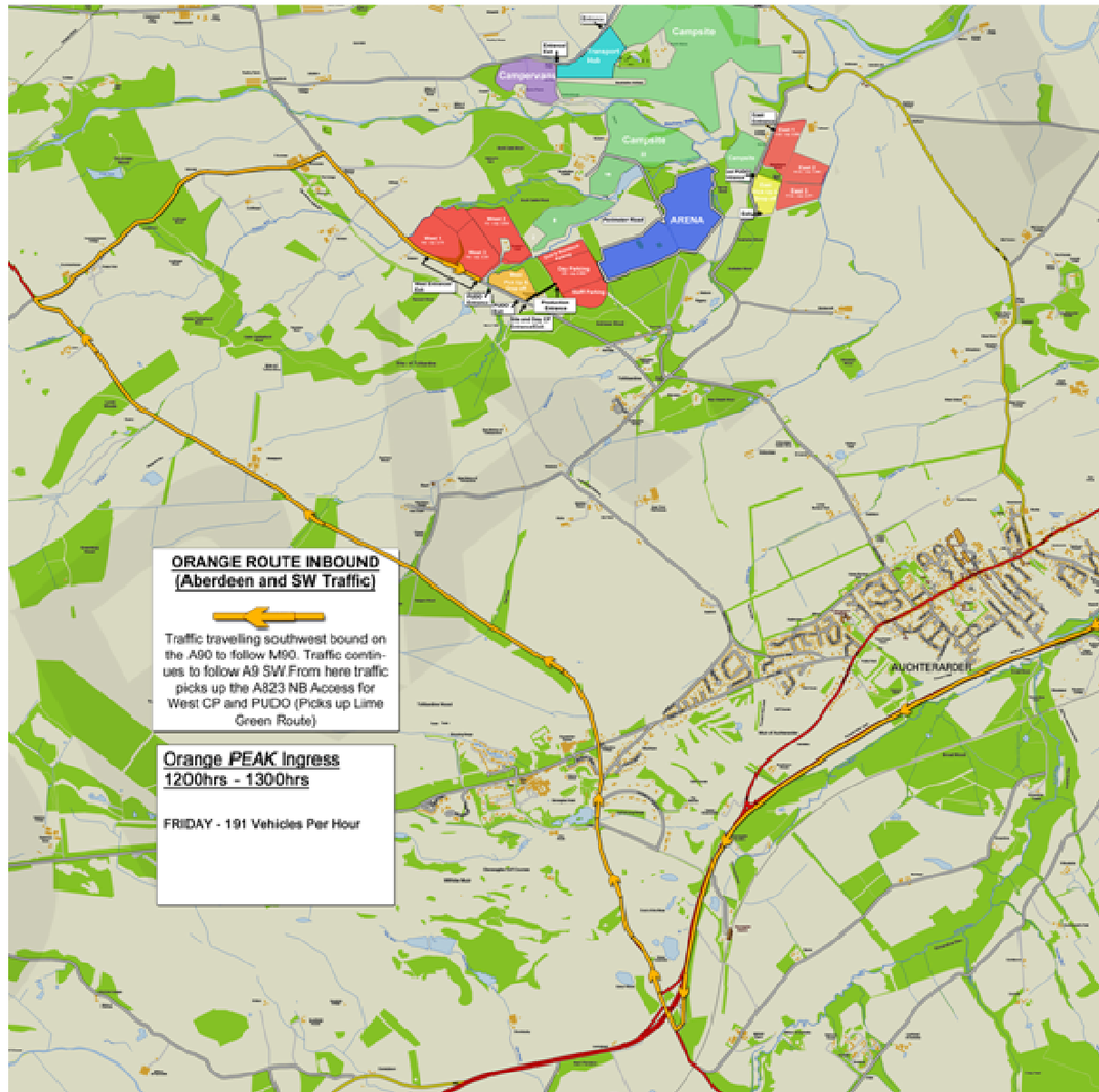


Figure 3.18 Lime Green Overview: Traffic travelling NB along A90 to follow B9097, B918, A91 and A823.

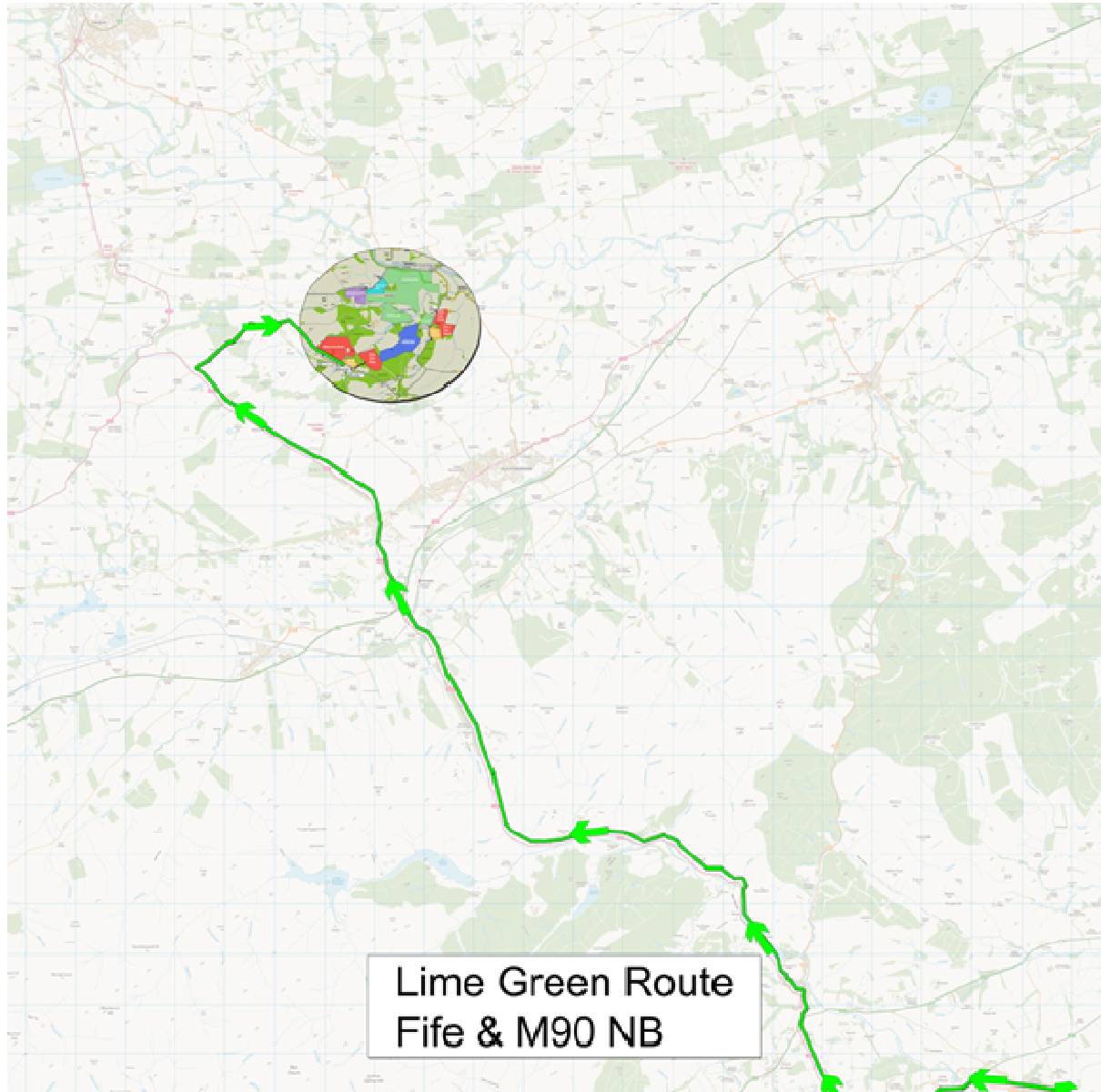


Figure 3.19 Lime Green Route Inbound – Daily Flow Rates

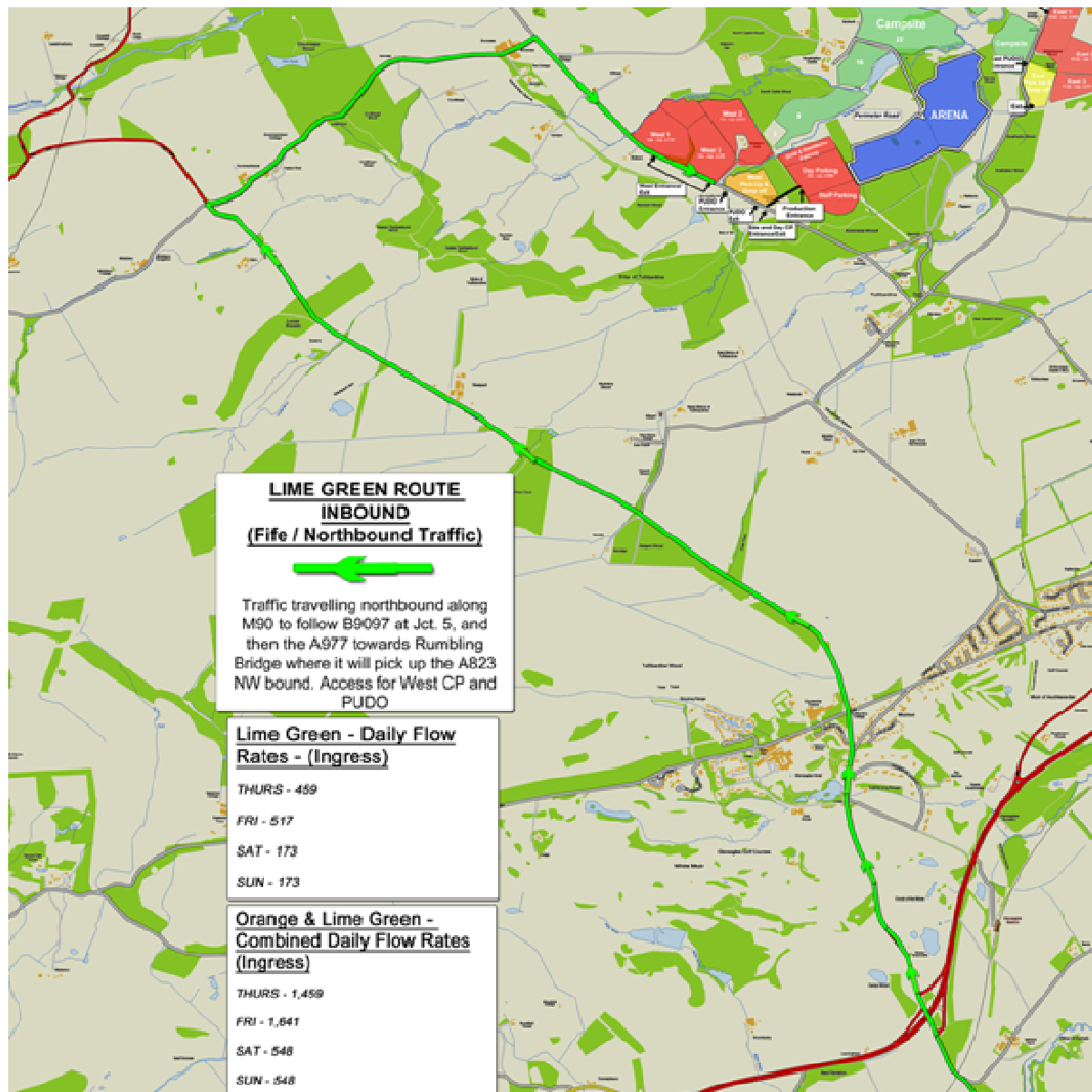
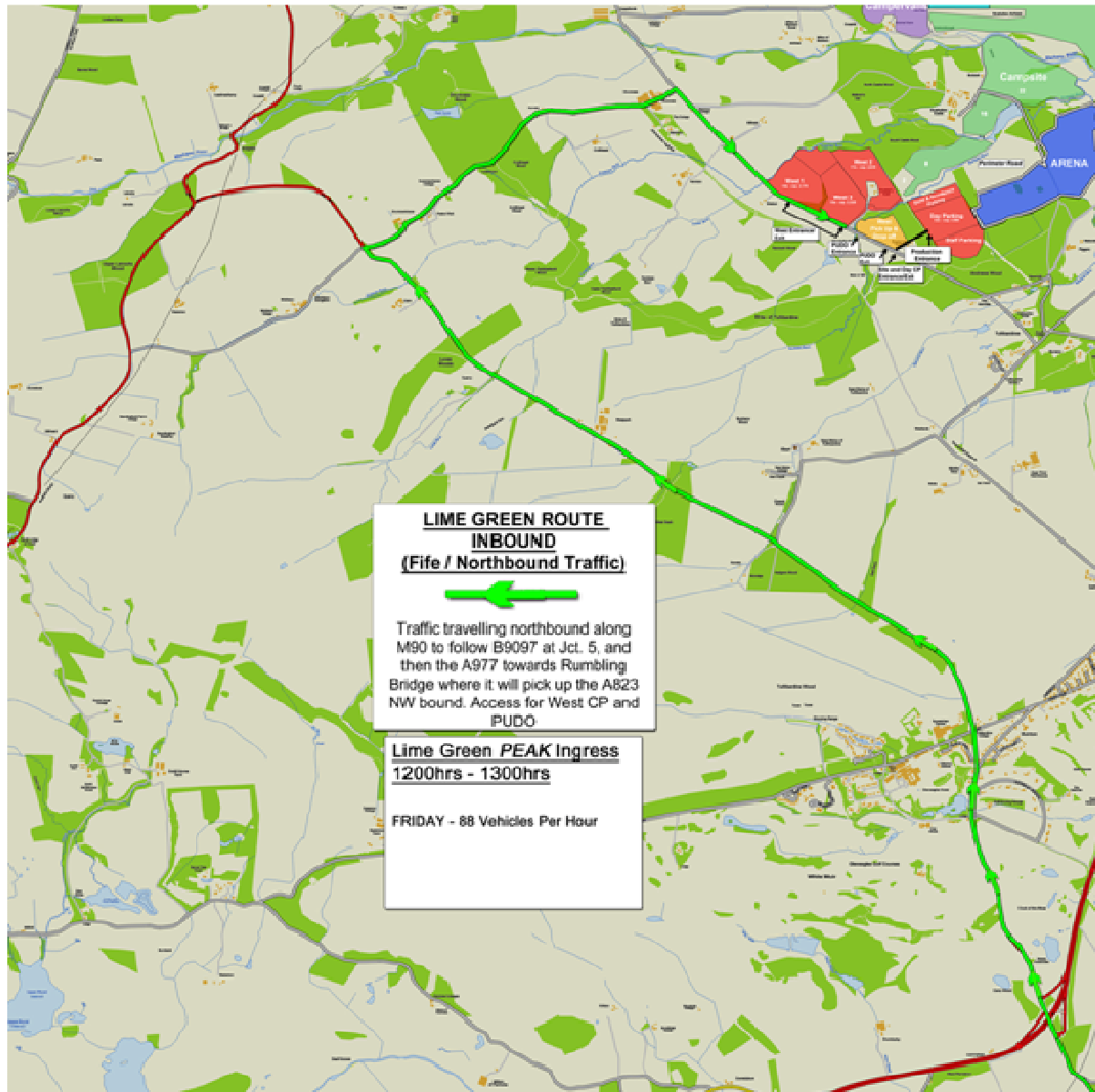


Figure 3.20 Lime Green Route Peak Inbound



Dark Green Route Ingress

Figure 3.21 Dark Green Route Overview: Traffic from M80 and M9 to follow A9 NB and onto A822 Greenloaning.

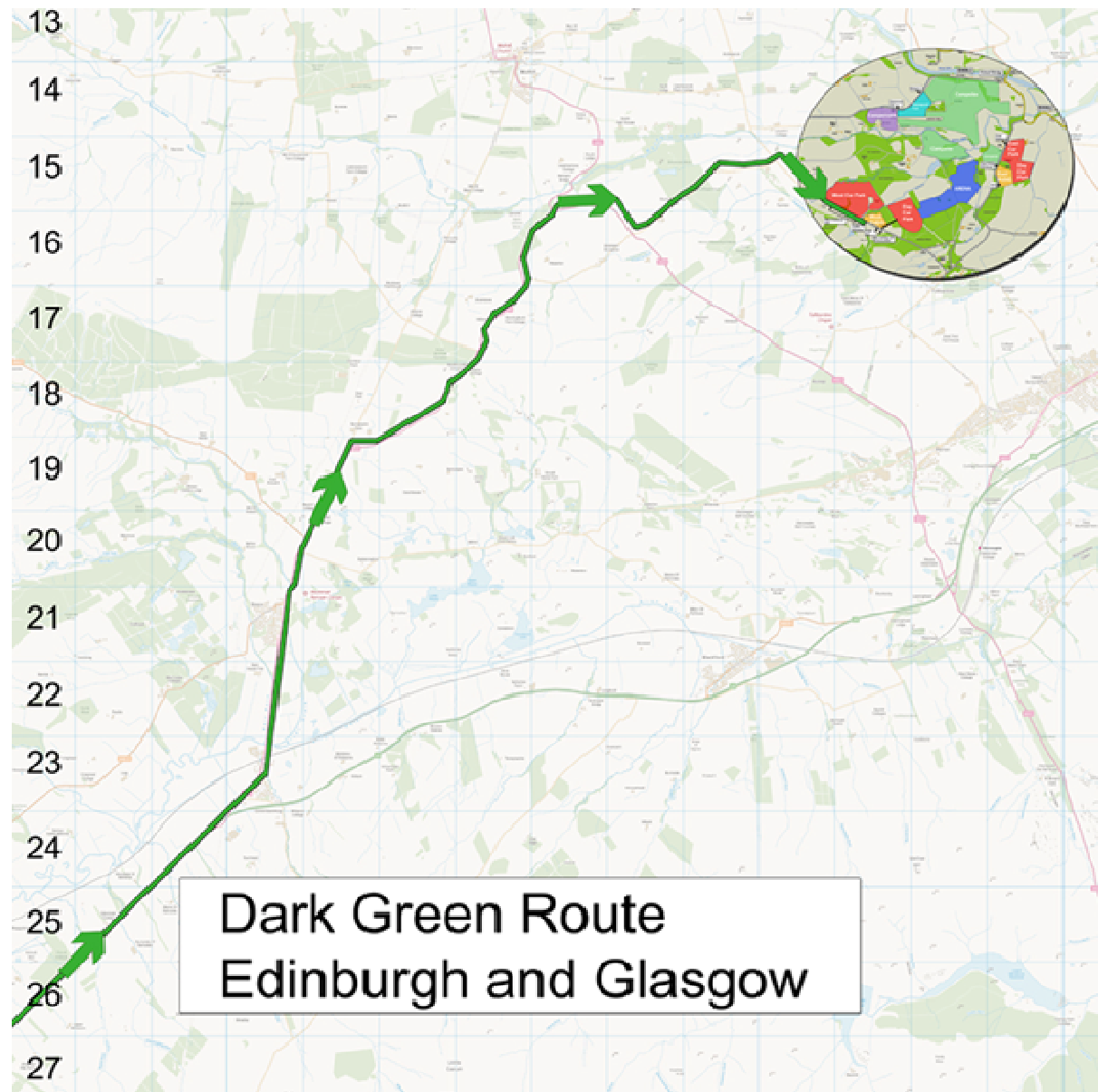
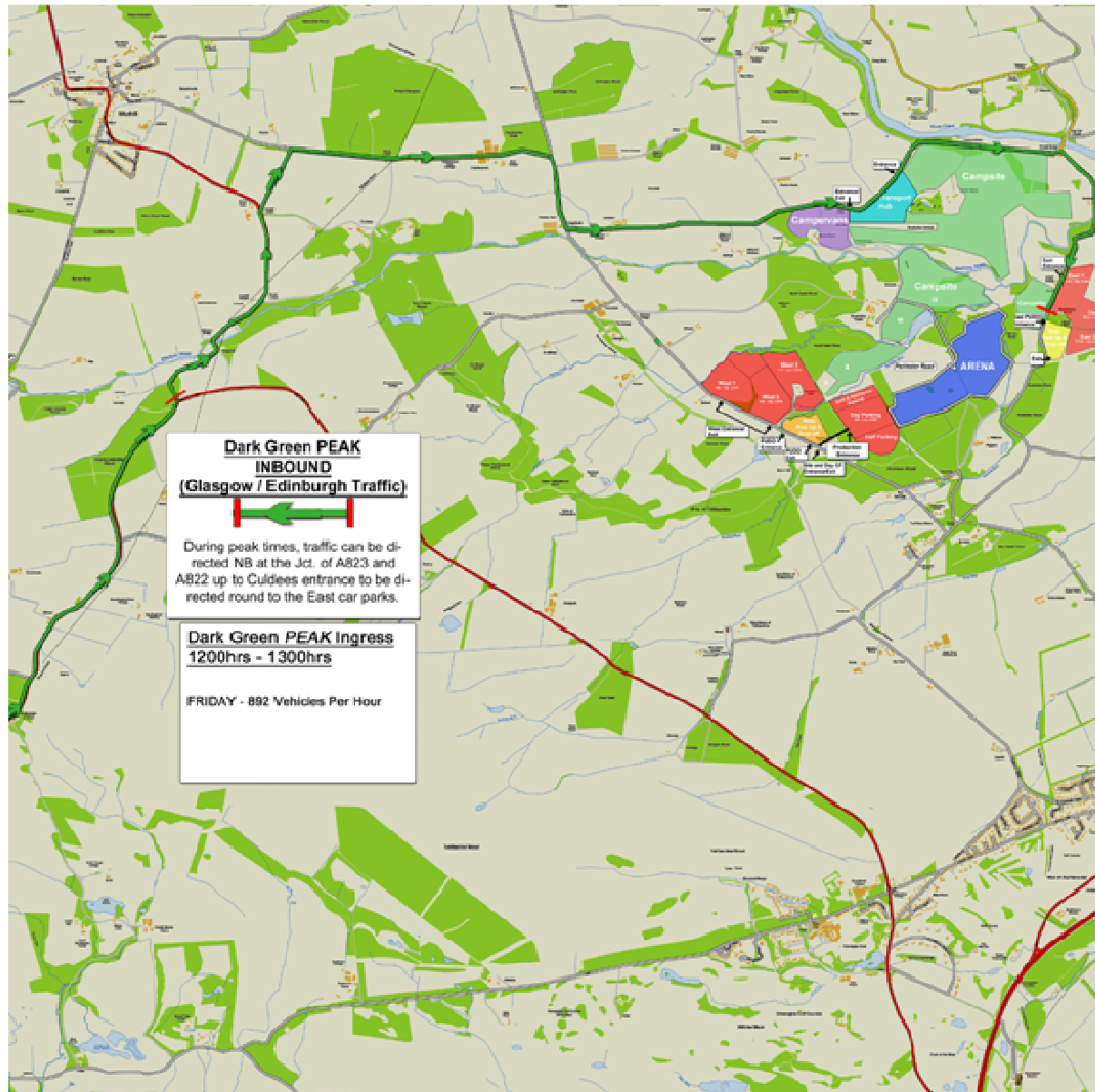


Figure 3.22 Dark Green Route Inbound - Daily Flow Rates



Figure 3.23 Dark Green Route Peak Inbound



Dark Green Peak Flow During peak times on Thursday and Friday (approx. 1100hrs – 1300hrs) traffic will continue along the A822 past the A823 Jct. to Culdees Entrance so as to bypass Muthill to continue following the existing bus route and one way system to the north of the site and park at the East Car Park. So as to spread the traffic load evenly between East and West Car Parks.

Egress

- 3.66. A signage schedule has been designed to direct vehicles travelling from the event to all directions. This can be found in Appendix 1-6 of this TMP.
- 3.67. Egress routes from the event will be planned to minimise congestion in the area.
- 3.68. All traffic will be routed, wherever possible, away from highly populated areas and kept to trunk road and motorway networks where vehicle flow can be maintained to its maximum.
- 3.69. Positive static traffic control measures including alternative routes and diversion signs will be implemented wherever necessary to maximise traffic flows on these primary routes.
- 3.70. The following maps show a breakdown of the different routes attendees will leave from the site.

Egress – All Routes

Figure 3.24 Red Route Outbound

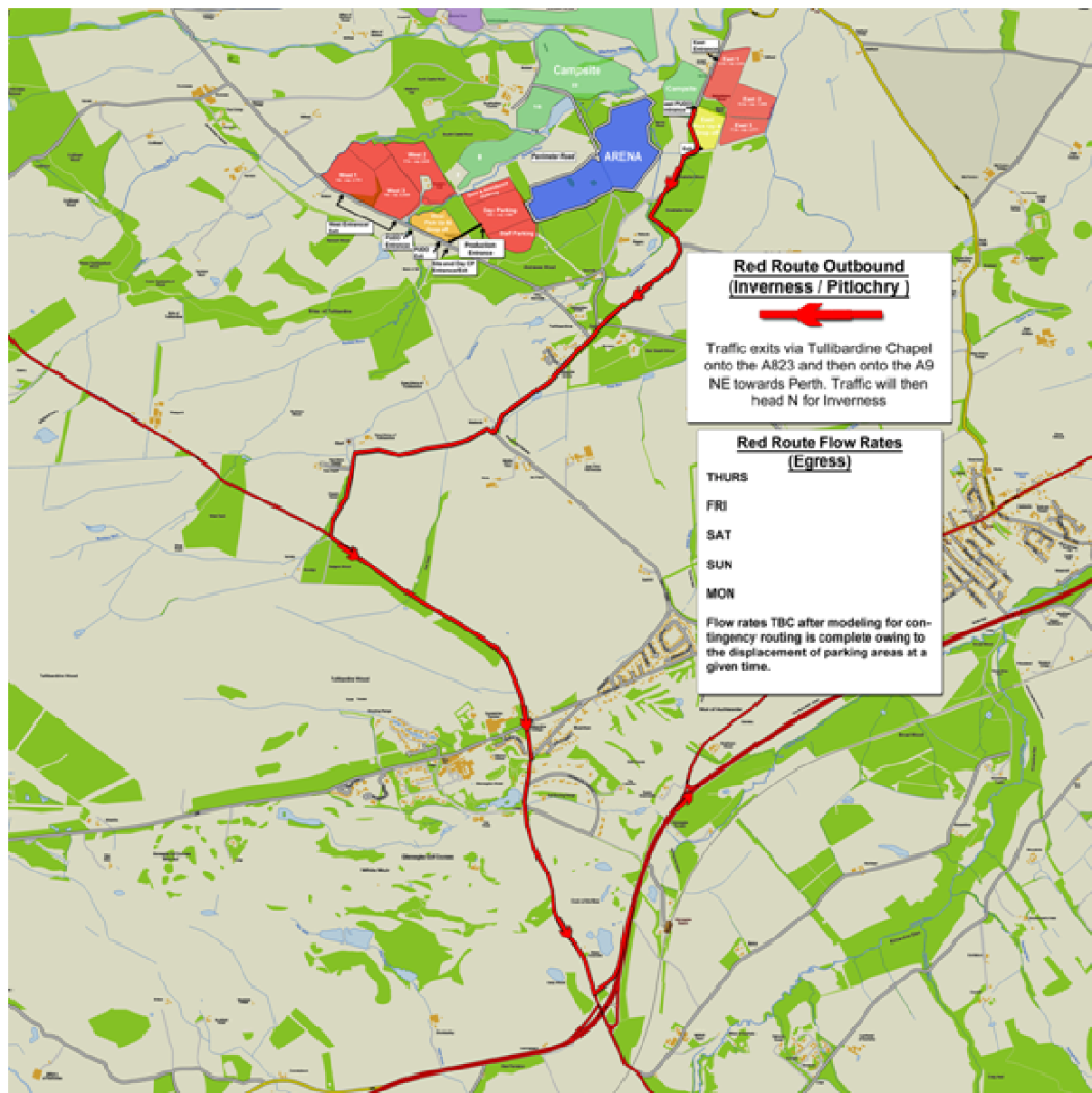


Figure 3.25 Pink Route Outbound

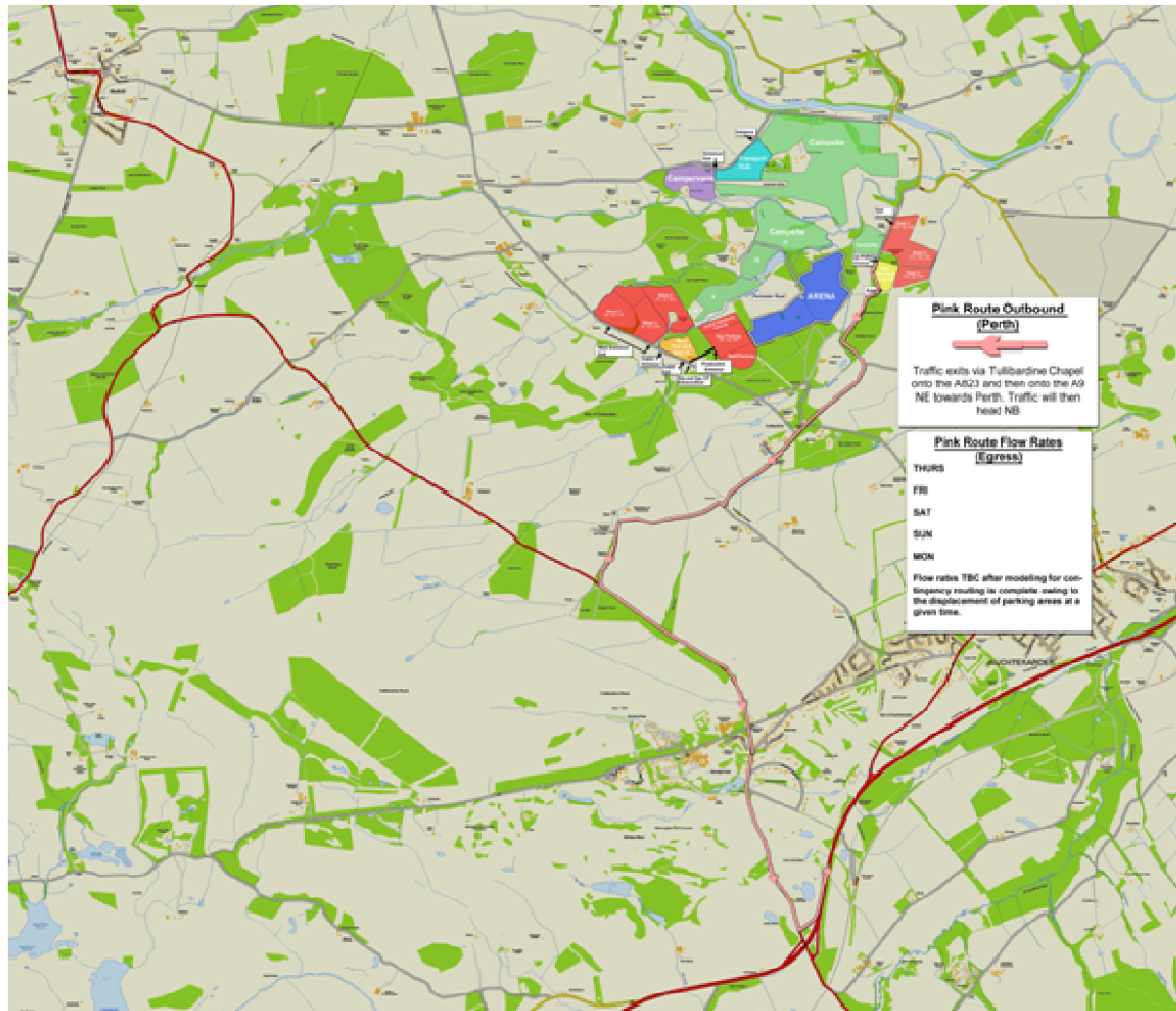


Figure 3.26 Orange Route Outbound

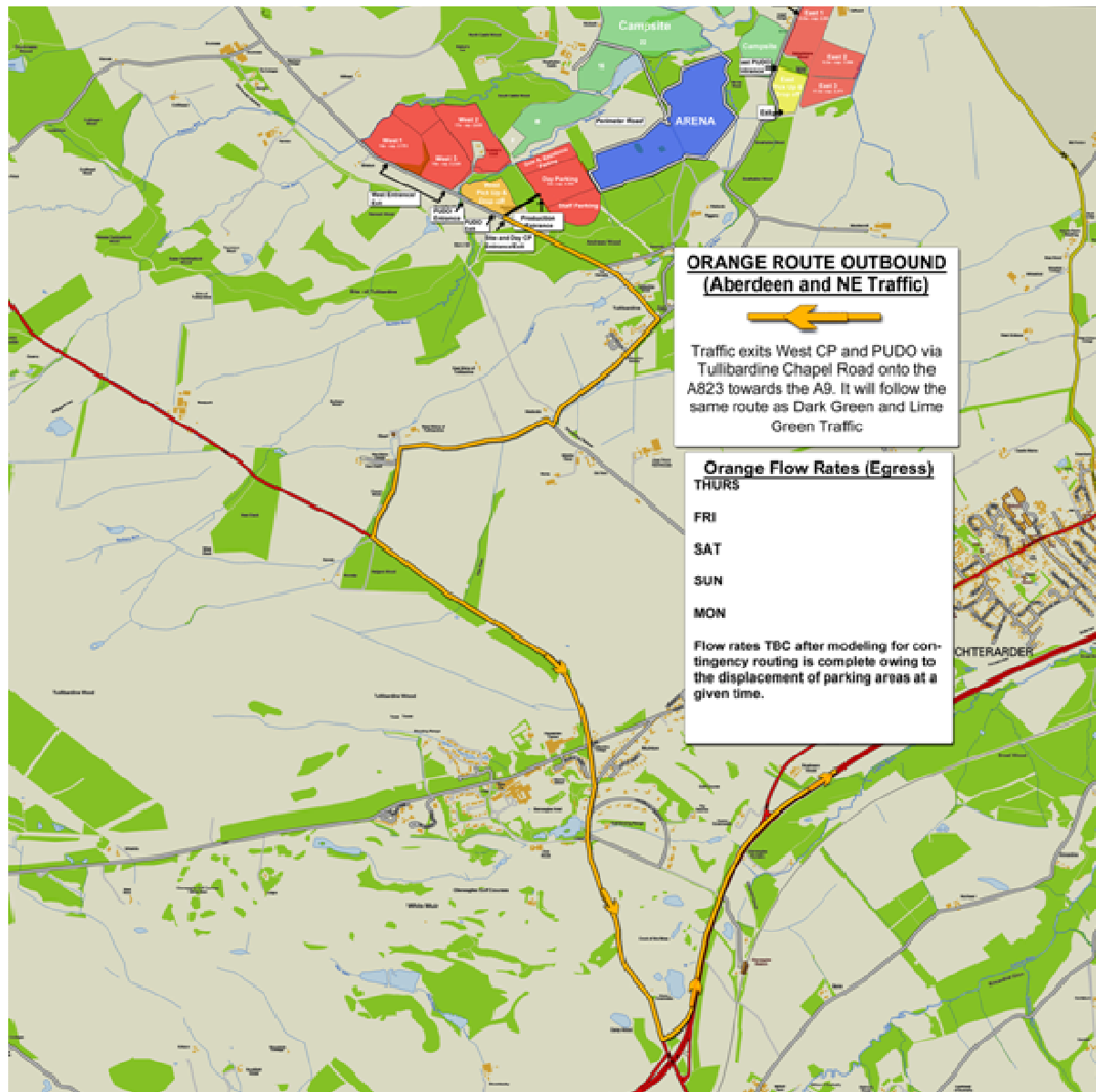


Figure 3.27 Lime Green Route Outbound

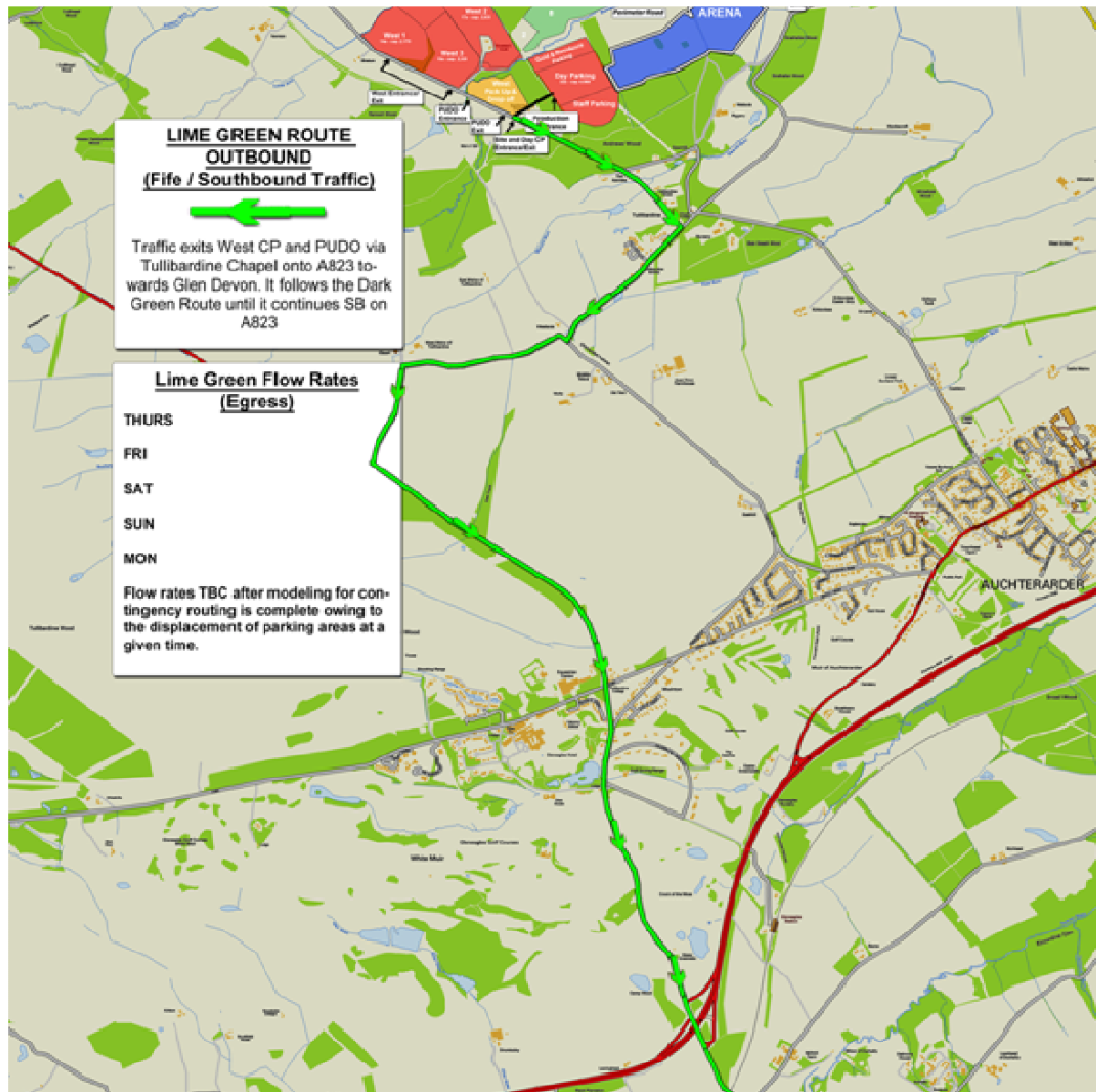


Figure 3.28 Dark Green Route Outbound

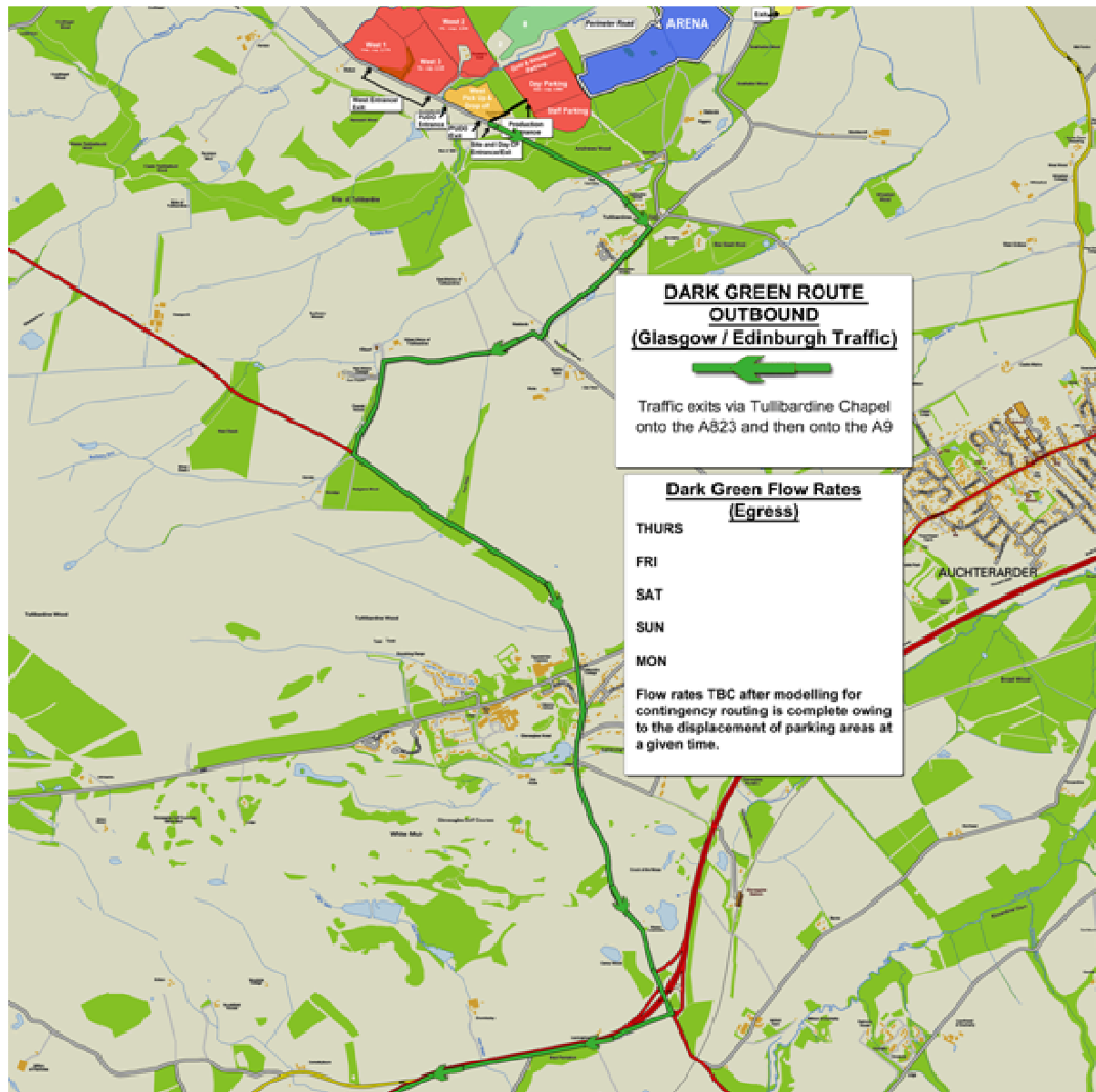


Figure 3.29 Dark Green Route Outbound (Peak Egress from site)

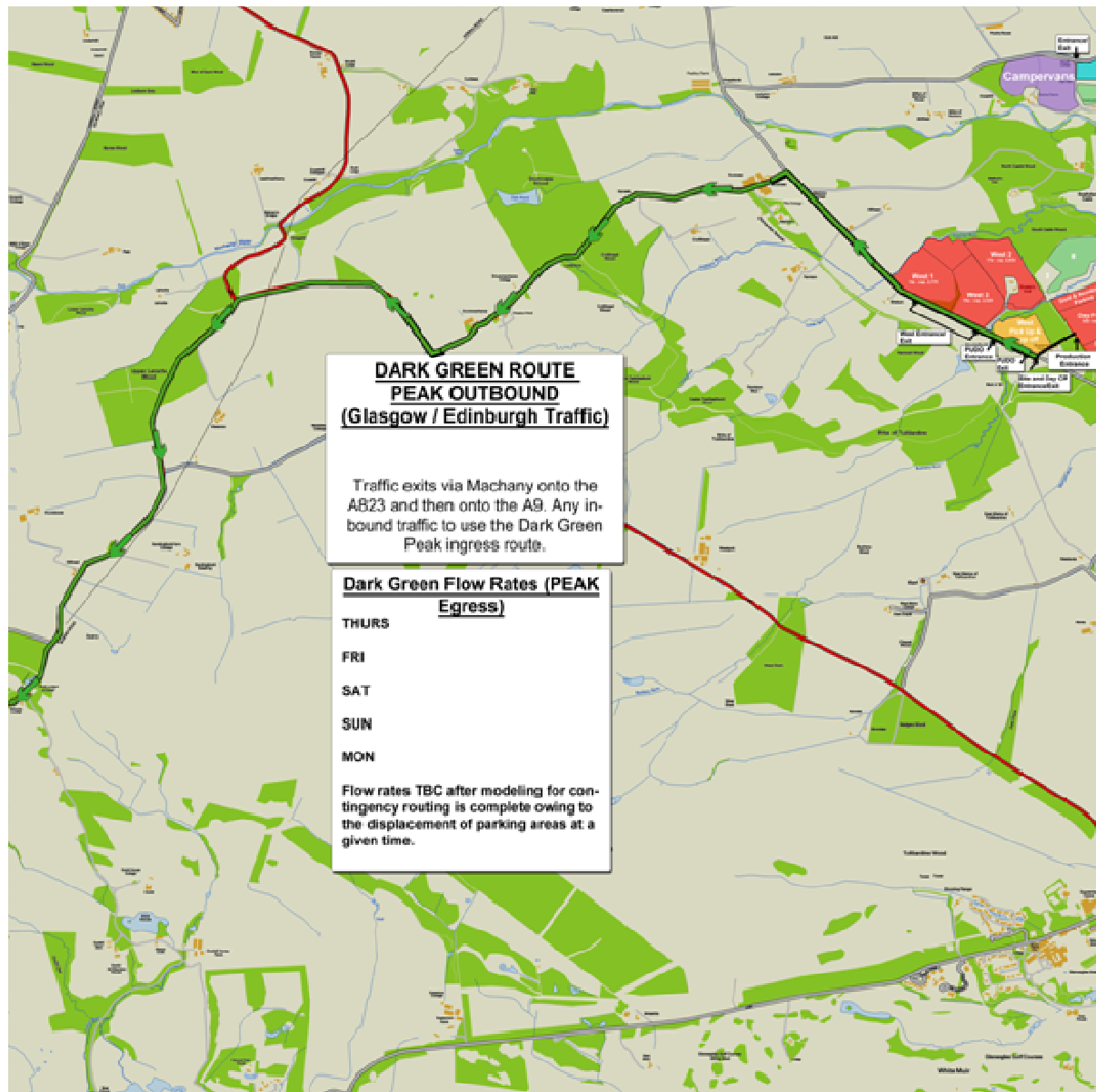
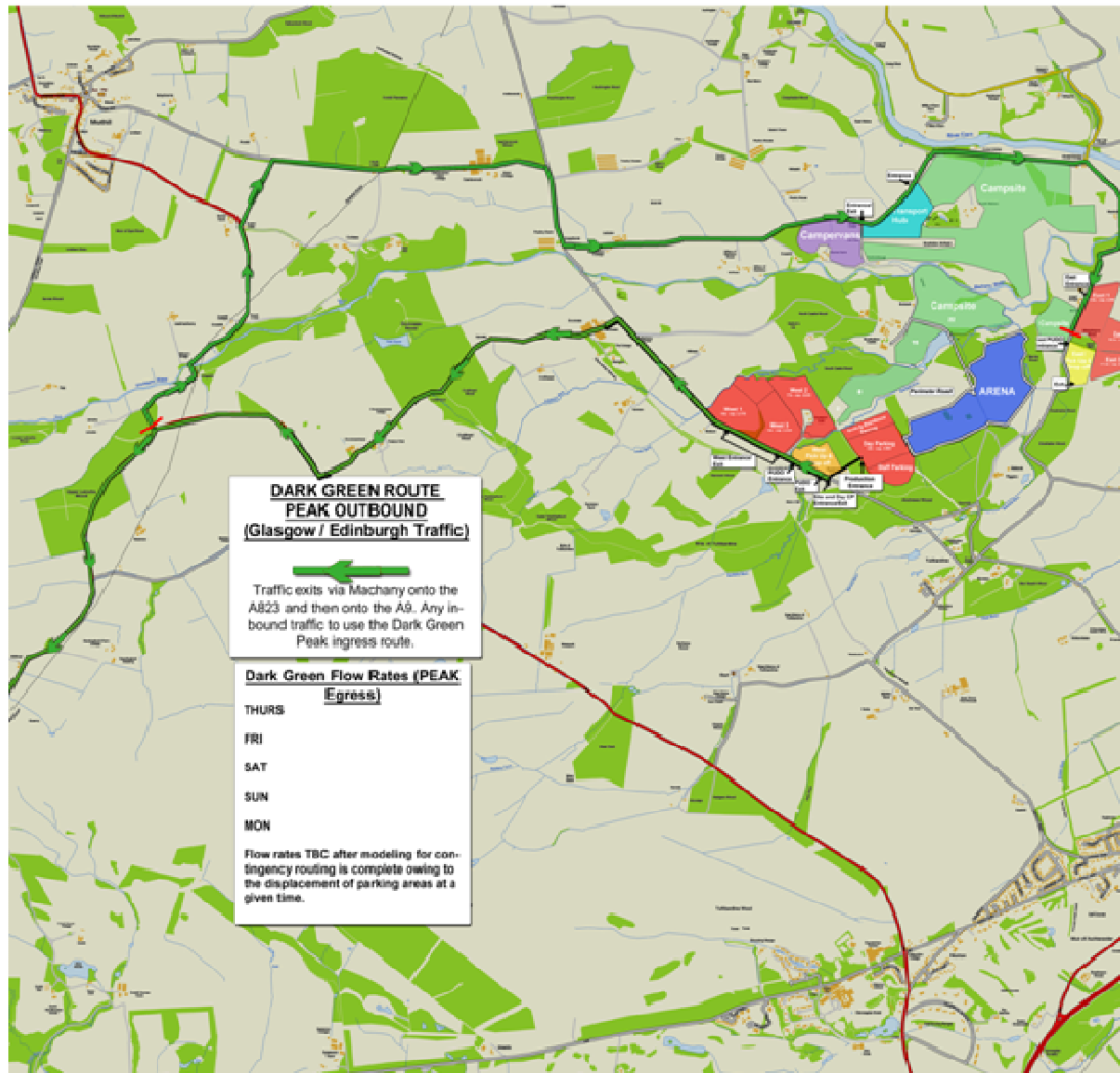


Figure 3.30 Dark Green (Peak Flow) Egress



Dark Green Peak Flow During peak times on exit, traffic for Glasgow and Edinburgh from the West car park will follow the reverse of the one way system back to the A823 to join the A822 South bound to Greenloaning Jct. on the A9 where it will travel West bound. When the Dark Green Peak Out route is activated, any traffic entering to pick up will be routed to use the Dark Green Peak Ingress route towards Muthill using the Culdees estate.

Buses, Coaches, Campervans and Pre-Booked Disabled

Figure 3.31 Coaches, caravans and Pre-booked Disabled (INGRESS ROUTE)

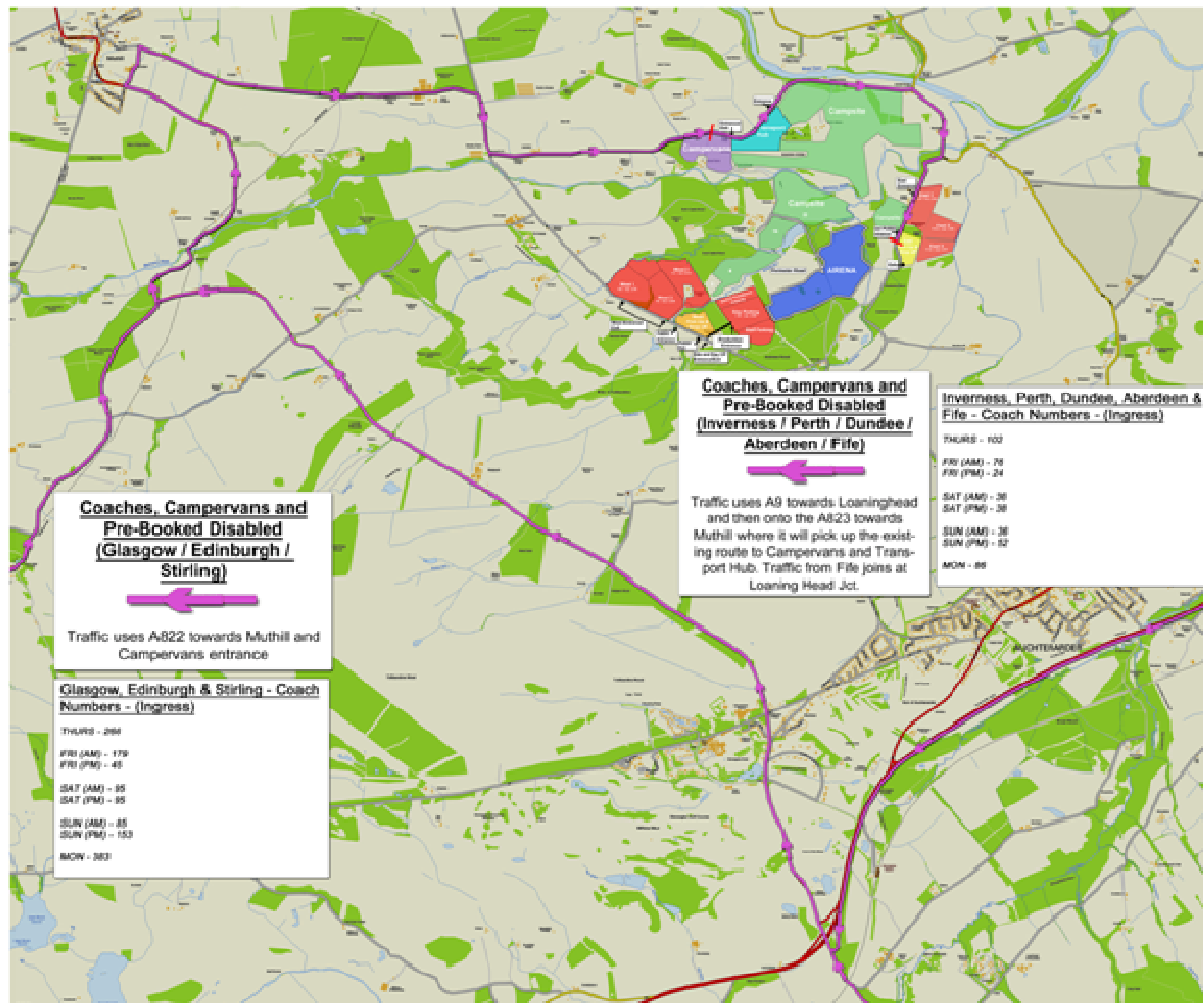
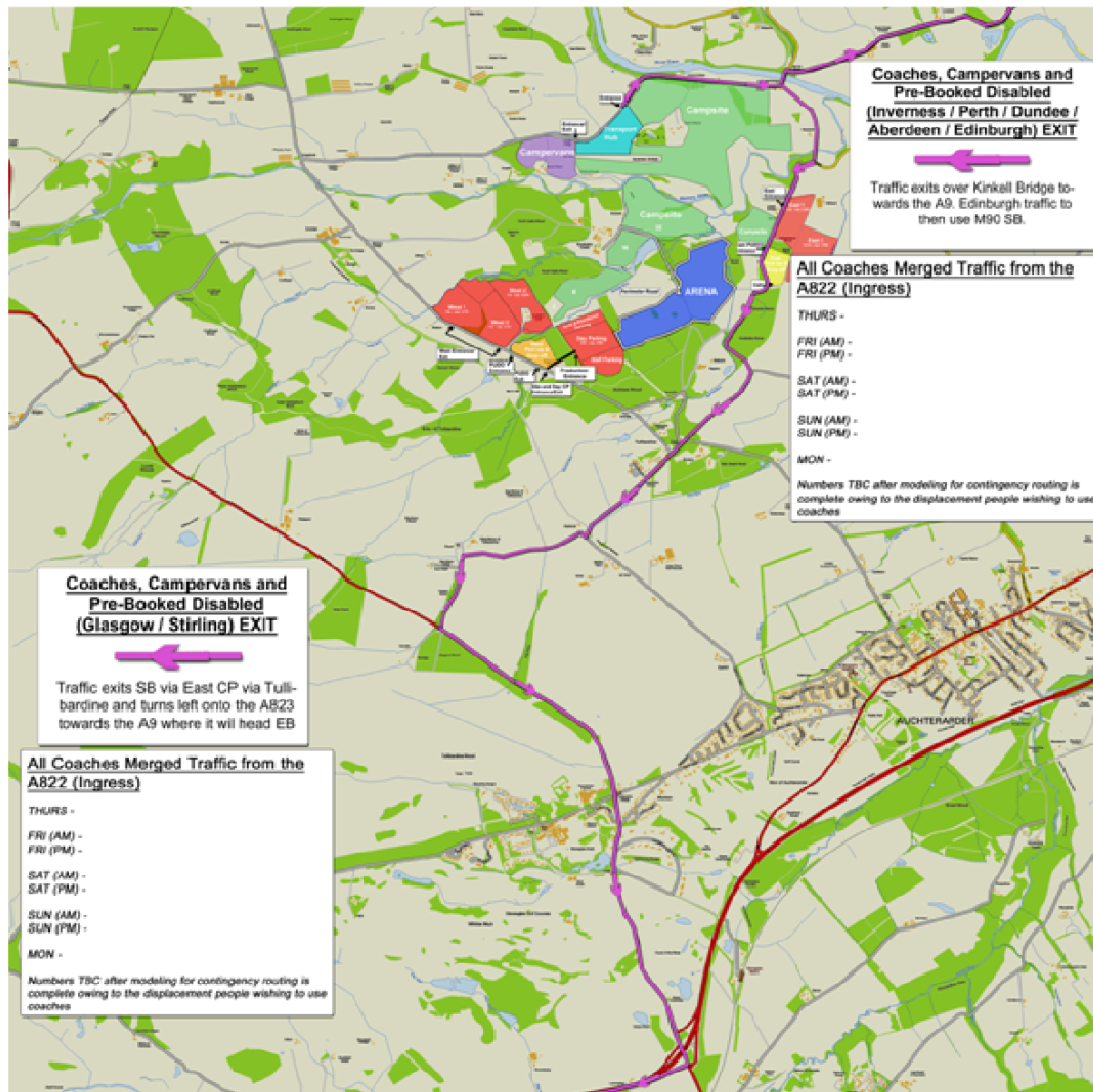


Figure 3.32 Coaches, caravans and Pre-booked Disabled (EXIT Route)

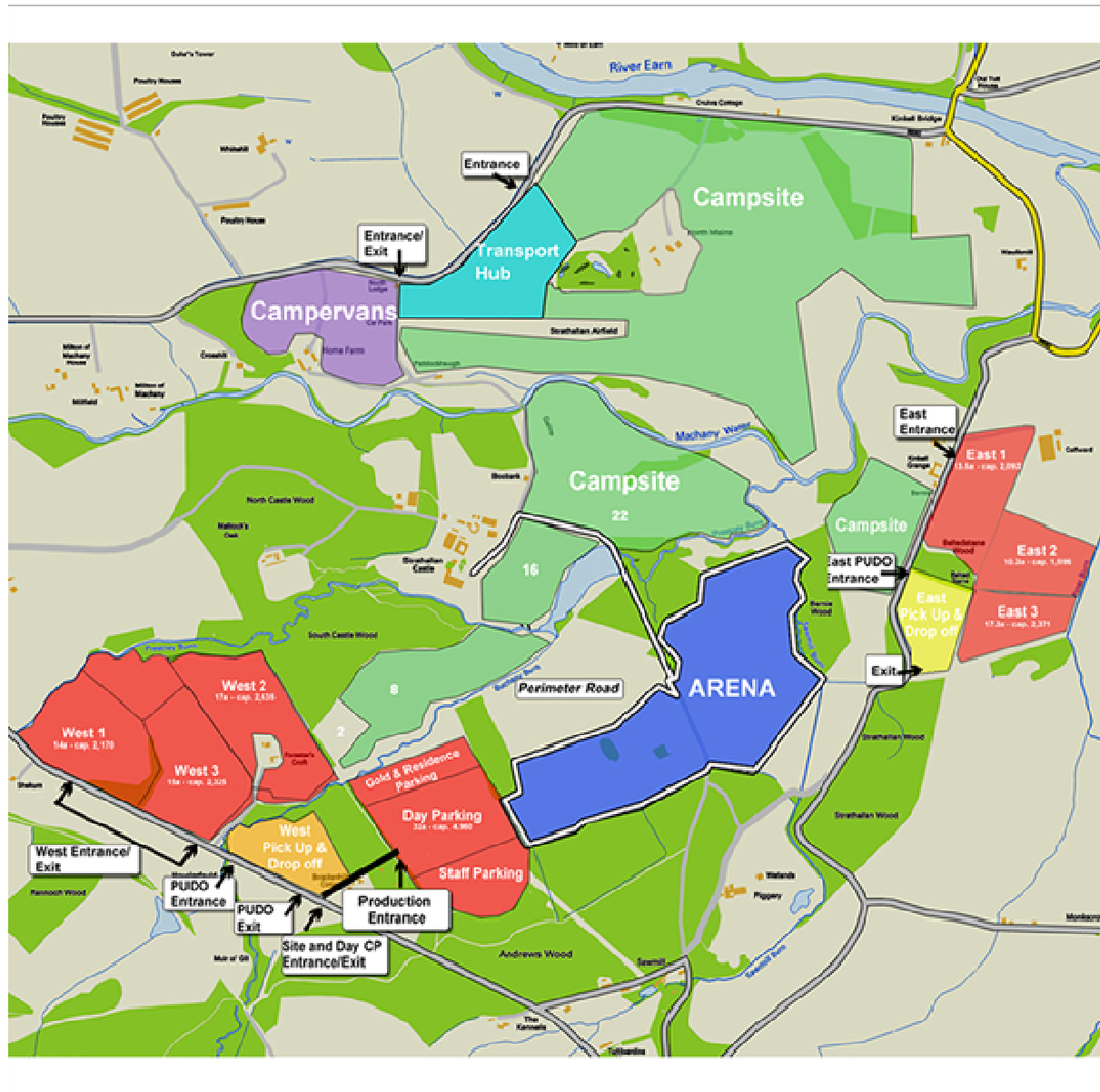


4. SITE DESIGN AND LAYOUT

Parking Areas

- 4.1. T in the Park has seen a steady decrease in the use of private cars wishing to park at the event. This has been for two reasons, the increase in use of the public bus services that are provided to the event and the increase in use of the pick up and drop off areas.
- 4.2. At 2014 event just over 10,000 public vehicles plus nearly 2,000 staff, contractors and other agencies parked in the car parks around the site. This totals 12,000 vehicles over the 4 entry days of the event. The available parking space on site was 21,450.
- 4.3. The TMP for previous events has provided contingency parking in excess of most other major festivals in the U.K. With this in mind, for 2015 it is expected that up to 12,000 vehicles will attend the event. The parking space provided for 2015 is over 18,000 spaces not including transport hubs and PUDOs. A car park overview is provided in Figure 4.1.

Figure 4.1 Car Park Overview



-
- 4.4. There is a pre-booked Disabled Campers Car Park located within the event site for improved customer access and movement around the event site.
- 4.5. SEP will employ marshals and management staff to allow this operation to take place, both pre-event and post-event.
- 4.6. Tower Lights will be set up in the car parks in order to illuminate them in darkness for security reasons. These will also be sited at various locations on the road network leading to the site at key junctions for the safety of operatives manning those points.
- 4.7. Car Park operational times are as follows:-
- Thursday: 07:00 hrs – 23:59 hrs East Car Park, West Car Park, East PUDO, West PUDO, Transport Hub and Campervans
- Friday: 07:00 hrs – 02:00 hrs East Car Park, West Car Park, East PUDO, West PUDO, Day Car Park, Transport Hub and Campervans
- Saturday 07:00 hrs – 02:00 hrs West PUDO, Day Car Park, Transport Hub and Campervans
- Sunday: 07:00 hrs – 20:00 hrs West PUDO, Day Car Park, Transport Hub and Campervans (16:00)
- Sunday: 20:00 hrs – 03:00 hrs East Car Park, West Car Park, East PUDO, West PUDO, Day Car Park and Transport Hub
- Monday: 06:00 hrs – 16:00 hrs East Car Park, West Car Park, East PUDO, West PUDO, Day Car Park and Transport Hub

Table 4.1 Capacity of each of the parking areas on site

Car Park	Capacity
East 1 - Public	2,092
East 2 - Public	1,596
East 3 - Public	2,371
West 1 - Public	2,170
West 2 - Public	2,635
West 3 - Public	2,325
Day Parking - Public, Staff, Residence and Gold	4,960
Campervans	436
TOTAL Spaces	18,585

- 4.4. 18,585 Public parking spaces are available and the likely number of vehicles arriving will be approximately 12,000. This provides adequate capacity across the site for vehicles parking.
- 4.5. There will be two car parks available for use at all times around the site. This provides the opportunity to move the incoming traffic around the road network thus increasing the flow rate into the car parks as well as increasing traffic speed.
- 4.6. There is a 50% contingency built into each car park based on expected vehicles.
- 4.7. There are several car parks in use during the operational open hours in and around the event site. In the main, car park capacities on-site exceed requirements.
- 4.8. Figure 4.2 and figure 4.3 shows the layout and capacities of the areas on site designated for parking.

Figure 4.2 Car Parking (West)

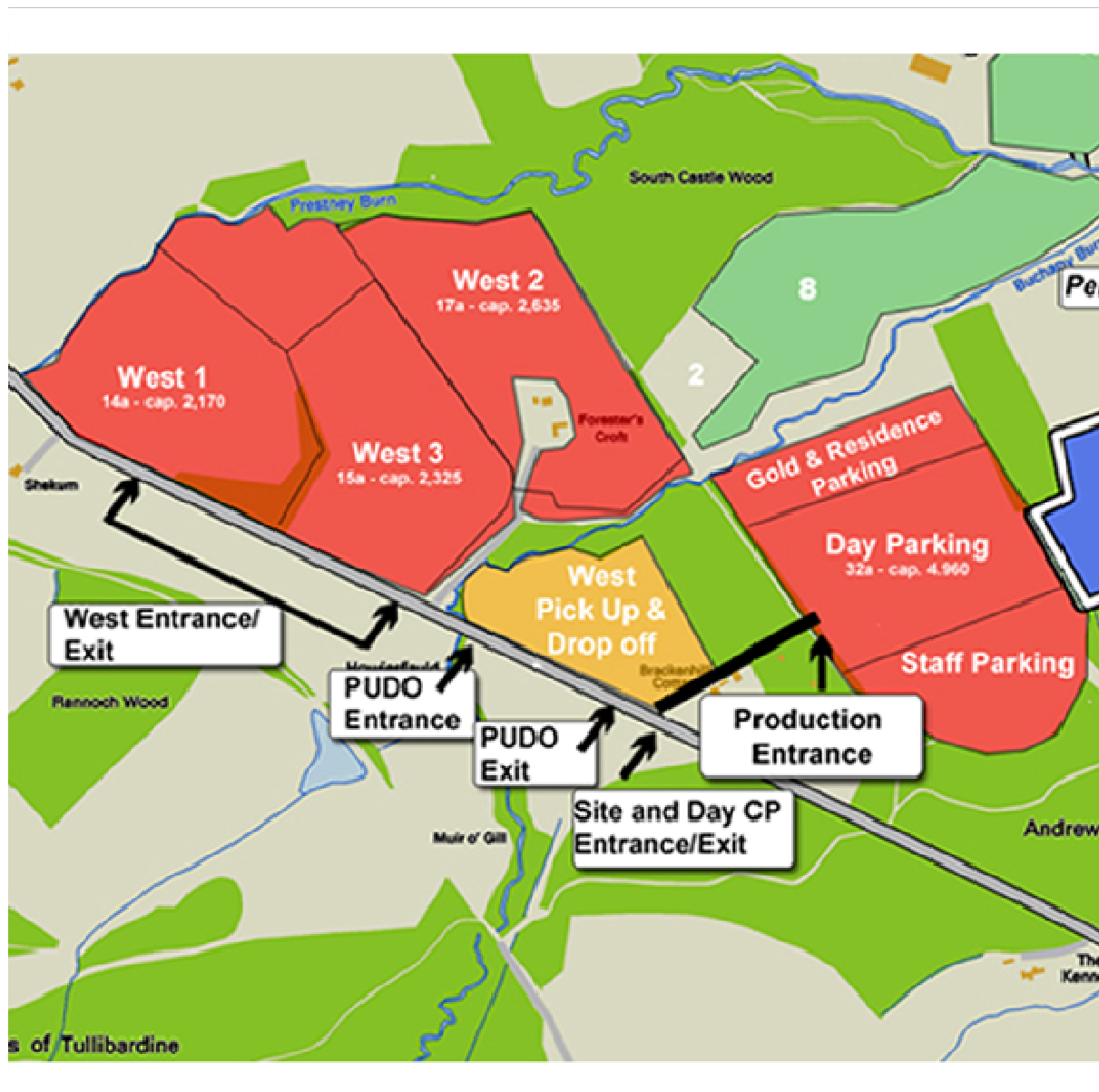
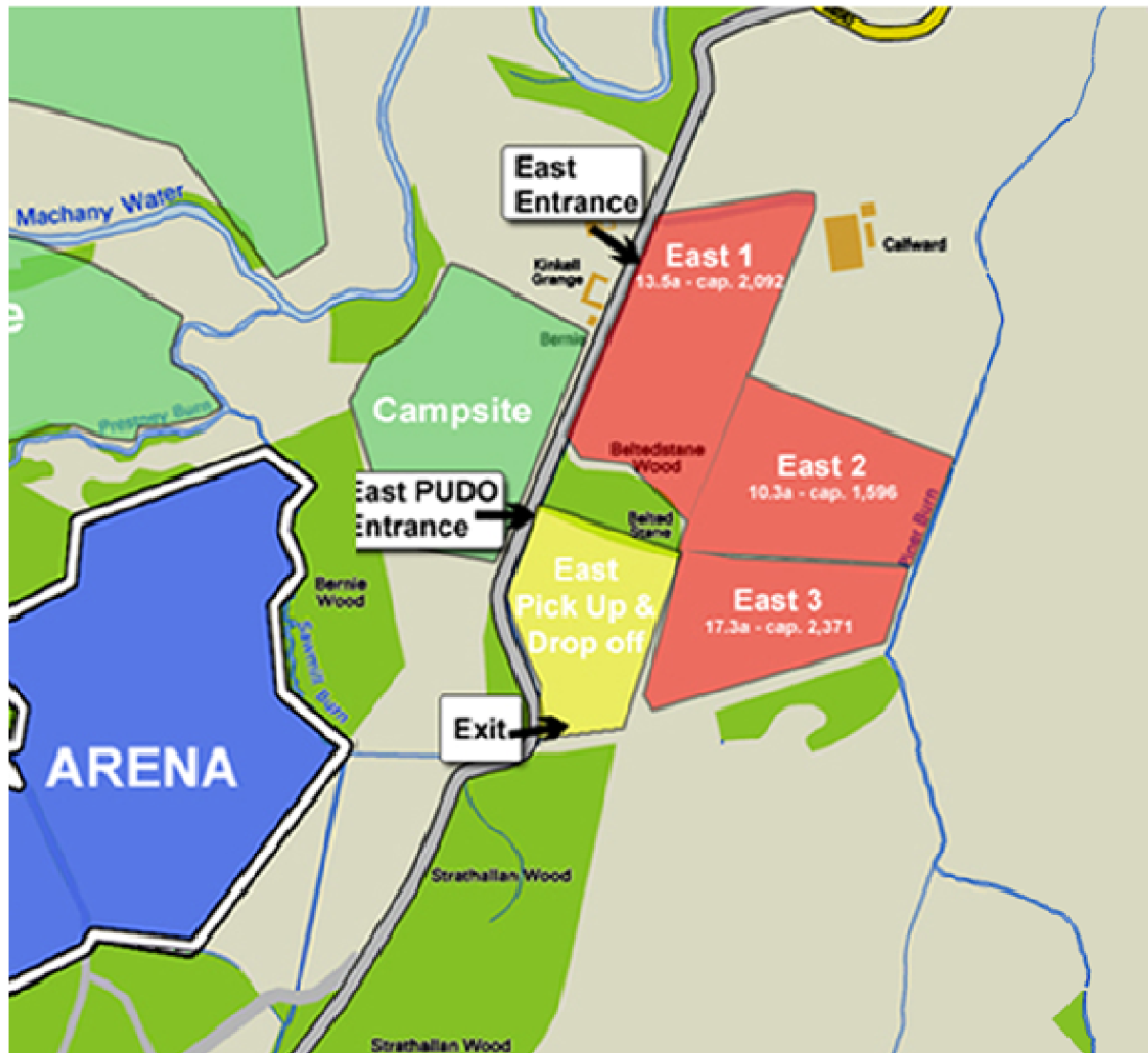


Figure 4.3 Car Parking (East)



- 4.9. Details of all the access, internal routing and egress strategies for all car parks and Transport Hubs will be found in later versions of this TMP.
- 4.10. The standards, geometry and specification of all entrances and temporary roadways to car parks (including transport Hubs) will be provided such that no traffic delays are encountered on the local road network. Details of the lighting and security controls will be found in later versions of the TMP.
- 4.11. Contingency measures to address and mitigate car park and Transport Hub traffic movement disruptions such as wet weather and in conjunction, include advanced decision making process to prove car park facilities are suitable for use as such during the event will be found in later versions of this TMP.
- 4.12. Figures 4.4 and 4.5 show details of the Pick Up and Drop off Areas (PUDO).

Figure 4.4 East Pick Up & Drop Off

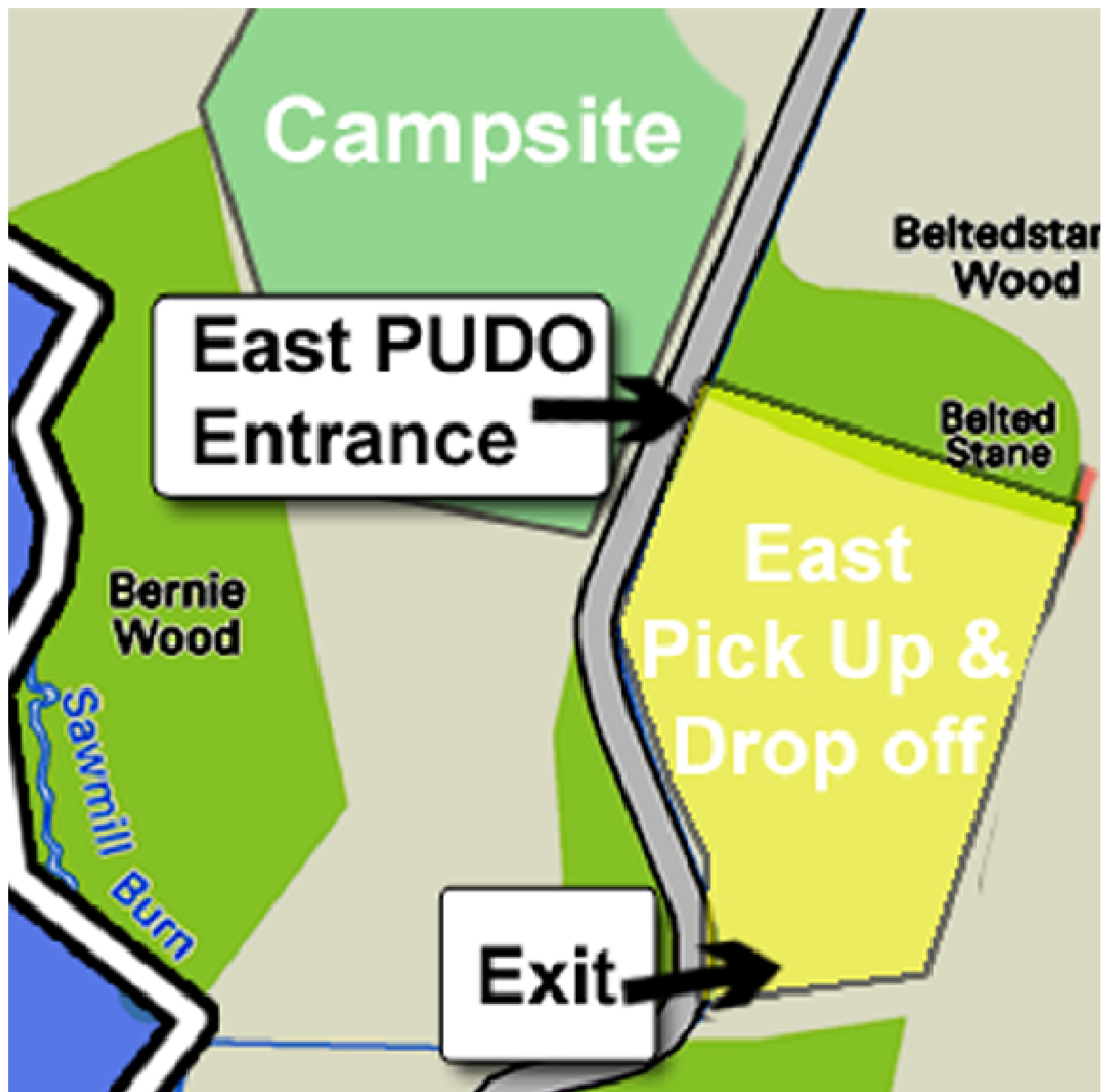
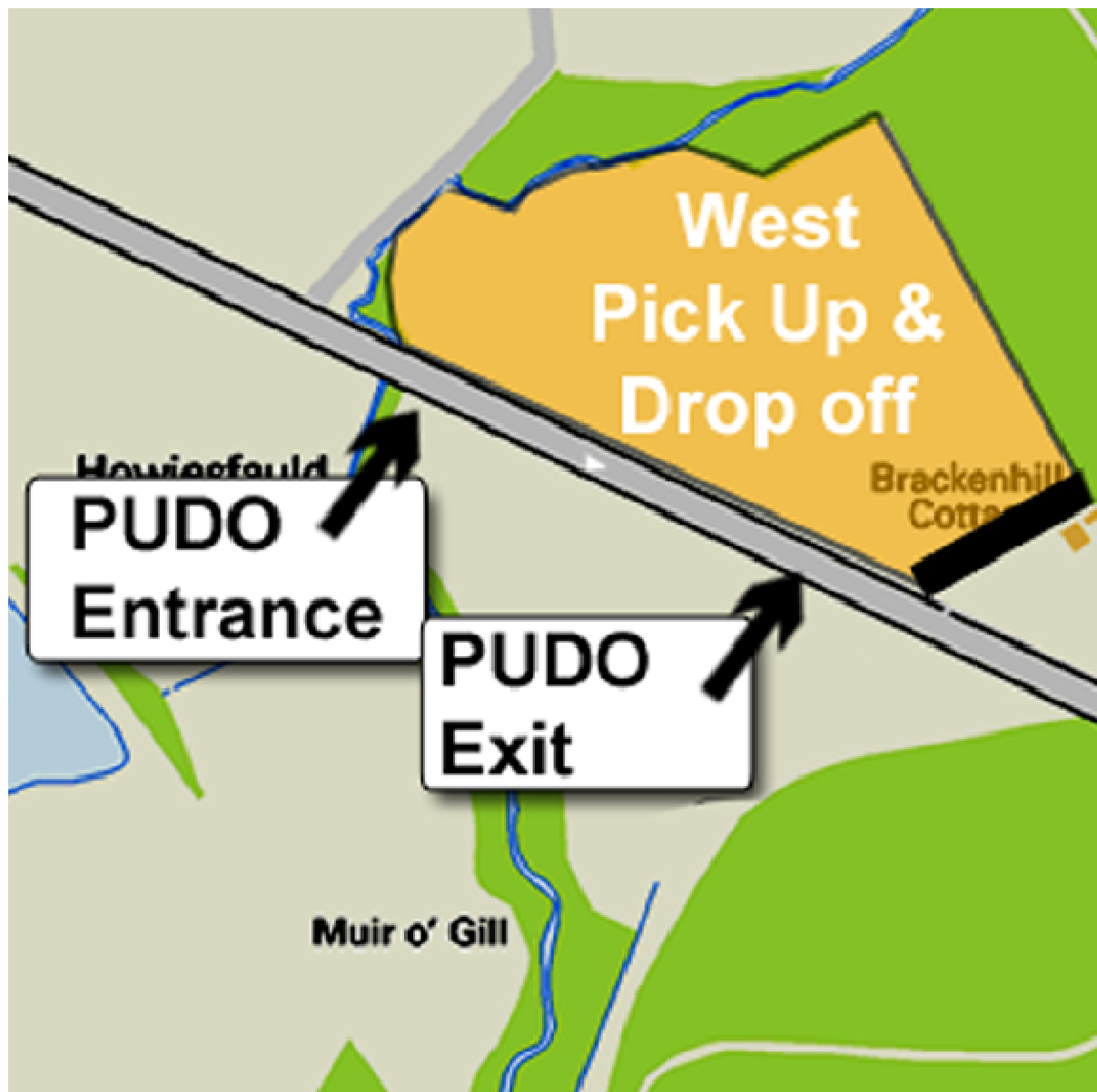


Figure 4.5 **West Pick Up and Drop Off**



5. TRAFFIC MANAGEMENT MITIGATION MEASURES

- 5.1. This section will develop a clear and understandable traffic management strategy for the following:
- Strategic trunk roads
 - Local roads
 - All site traffic and pedestrian movements.
 - Public transport routes, schedules, origins and destinations.
 - Access for all from site to local facilities.
- 5.2. Proposed Traffic Management details such as trunk road lane management measures, signing specification and content details, location of all signing and other TM proposals such as traffic lights and junction management proposals can be found in Appendix 1-6 of this TMP.
- 5.3. Detailed information requirements including the duration of management proposals, erection dates and removal dates will be provided when applying for the temporary Traffic Regulation Orders.

Signs

- 5.4. In accordance with The Event Safety Guide (The Purple Guide) the signing schedule is critical to the success of the event. The signing of the primary routes will be essential to provide clear and concise directions to visitors.
- 5.5. All signs will be manufactured in accordance to Chapter Seven and Eight guidelines and the DfT Traffic Advisory Leaflet (TAL) 11/04 October 2011 "Temporary Traffic Signs for Special Events". They will be manufactured in Dibond aluminium or Zintec plate, class II reflectivity, or class I where stipulated. Vinyl will be black on yellow, with a minimum x-height of 75mm. Where possible all x-heights will be calculated in line with the DfT Traffic Advisory Leaflet (TAL) 11/04 October 2011 "Temporary Traffic Signs for Special Events". On some roads it is very difficult to maintain the desired x-height due to the geography of the road and the carriageway available.
- 5.6. Signs will be erected in accordance with the New Roads and Street Works Act 1991 and "Safety at Streetworks and Road Works A Code of Practice" October 2013 (The Red Book). National Highways Sector Scheme Qualified Traffic Management Operatives will place out the signs on the dates stipulated earlier in this TMP. Wherever possible signs will be pole-mounted, otherwise they will be free-standing in angle-iron frame or quick fit frame. Sandbags will be used where appropriate to provide adequate ballast and to prevent any sign movement. Regular checks will also be conducted on all signs both leading up to, and during the event.

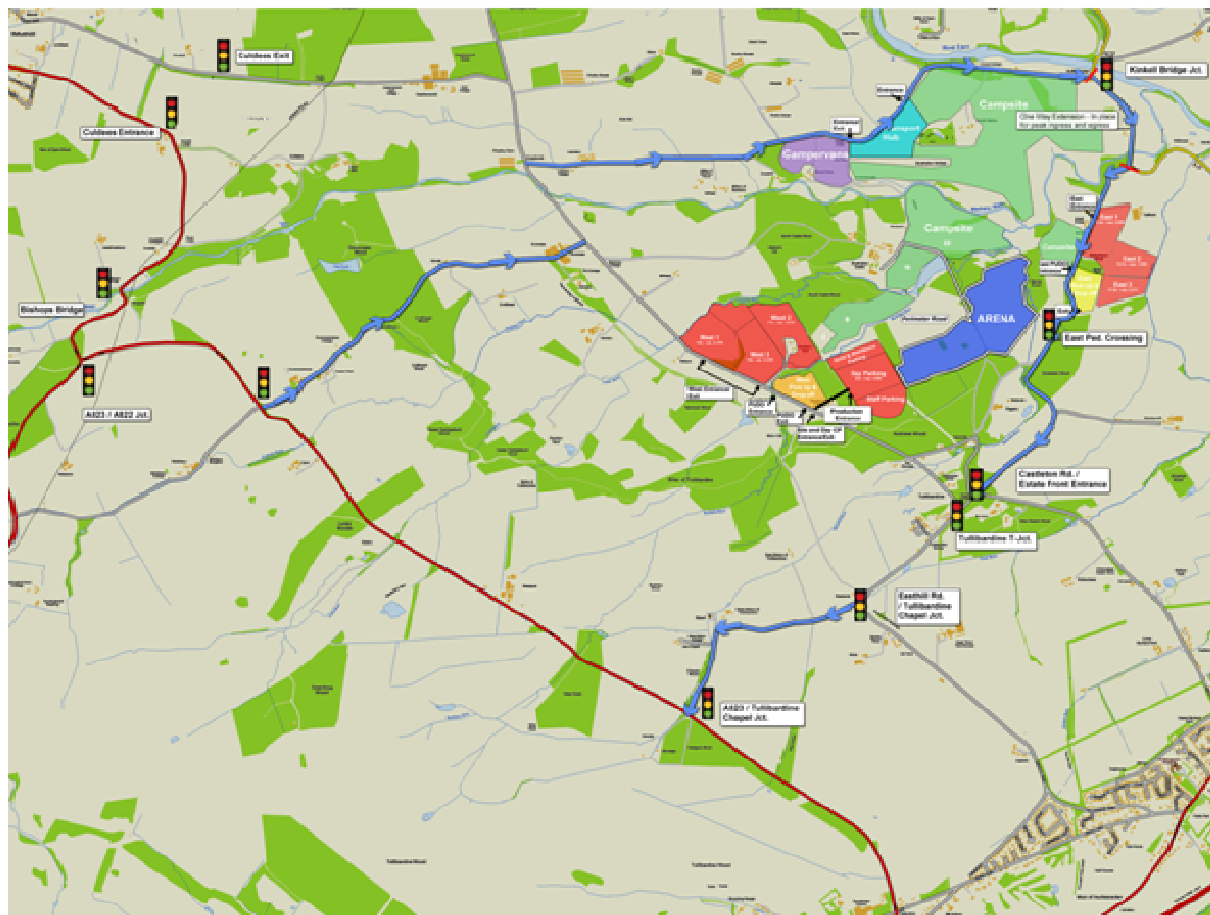
- 5.7. Variable Message Signs on arterial routes will be utilised to provide advance warning for motorists attending the event and updated traffic information will be available via Traffic Scotland web sites and information services.
- 5.8. A full Sign Schedule is available as Appendices 2-6 of this TMP.

One Way Systems

- 5.9. The following figures show the proposed one way systems which will be implemented for the festival.

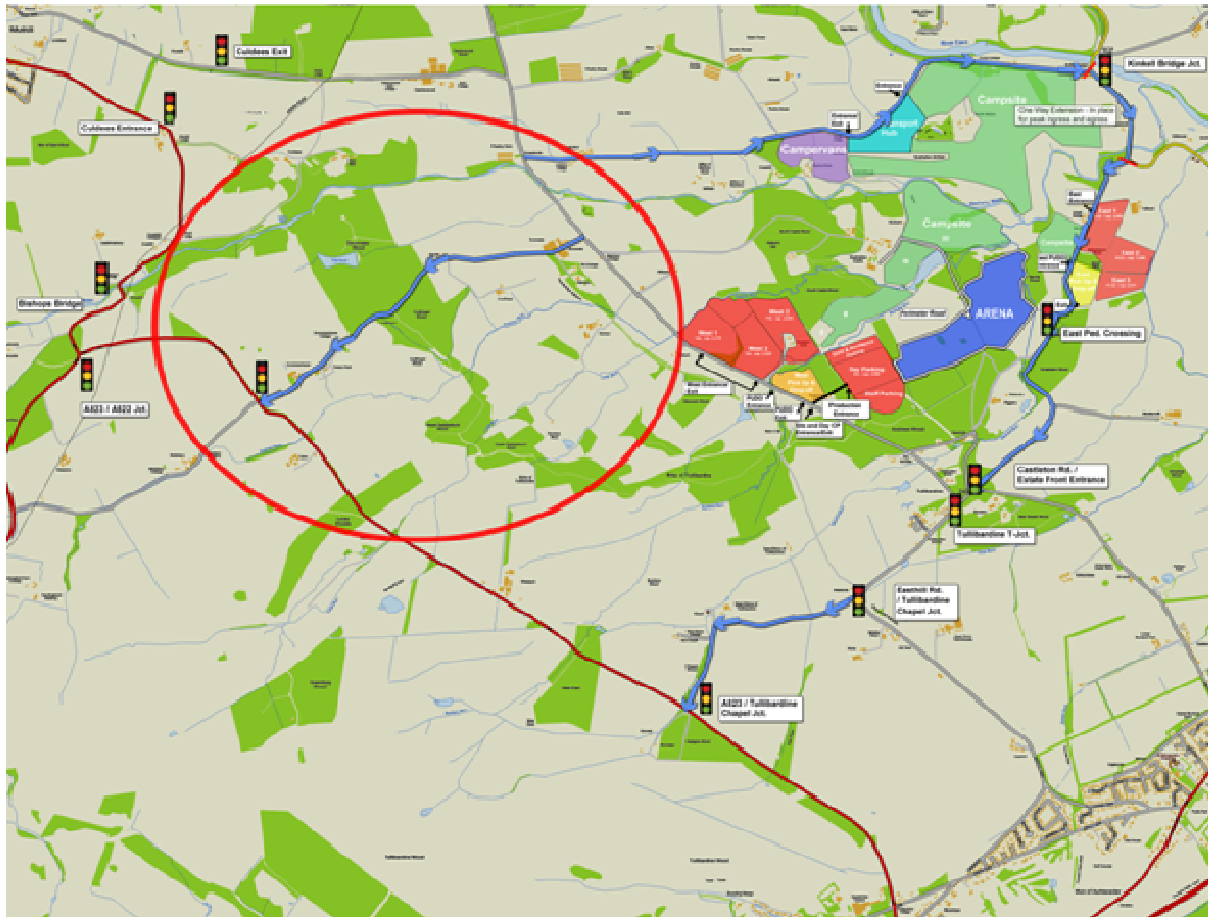
Ingress

Figure 5.1 One Way Systems (Ingress)



Egress

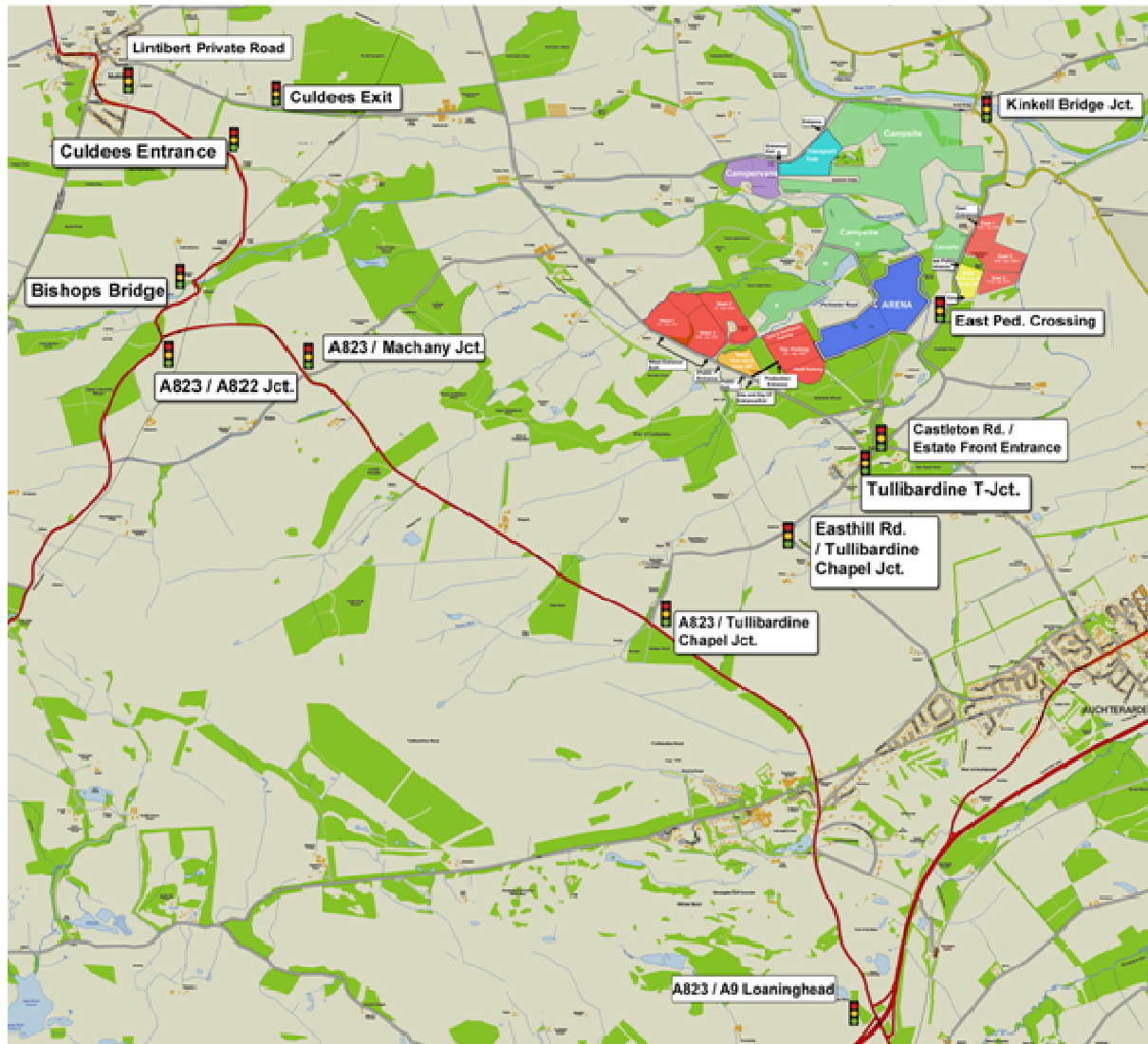
Figure 5.2 One Way Systems (Egress)



Temporary Traffic Signals

- 5.10. The current proposed locations for temporary traffic signals can be seen on figure 5.3 and CAD drawings for each included as Appendix 1 of this TMP.

Figure 5.3 Proposed locations of the temporary traffic signals.



Network Upgrades

- 5.11. A swept path survey has been commissioned and has not identified any requirement for road improvements. At this stage no network upgrades are proposed.
- 5.12. In line with Section 96 agreement, a road surface survey in the form of a video of the roads being used around the site will be completed. Details of this will be documented here and the video footage will be made available upon request to PKC Roads.

Contingency routes

- 5.13. Figures 5.4 – 5.8 show all the contingency routes available in the event of over capacity or loss of route due to extenuating circumstances.

Red Contingency

Traffic continues SB on the A9 to follow the existing Orange Route.

Orange Contingency

Traffic continues NB on the A9 to meet and follow the existing Red & Pink Route

Lime Green Contingency

Traffic continues NB on the M90 to then follow the existing Orange Route

Pink Contingency

Traffic continues SB on the A9 to follow the existing Orange Route

Dark Green Contingency

Edinburgh Traffic continues to use Jct. 7 of the M9 towards Yetts o' Muckhart

Figure 5.4 Summary plan of all proposed contingency routes.

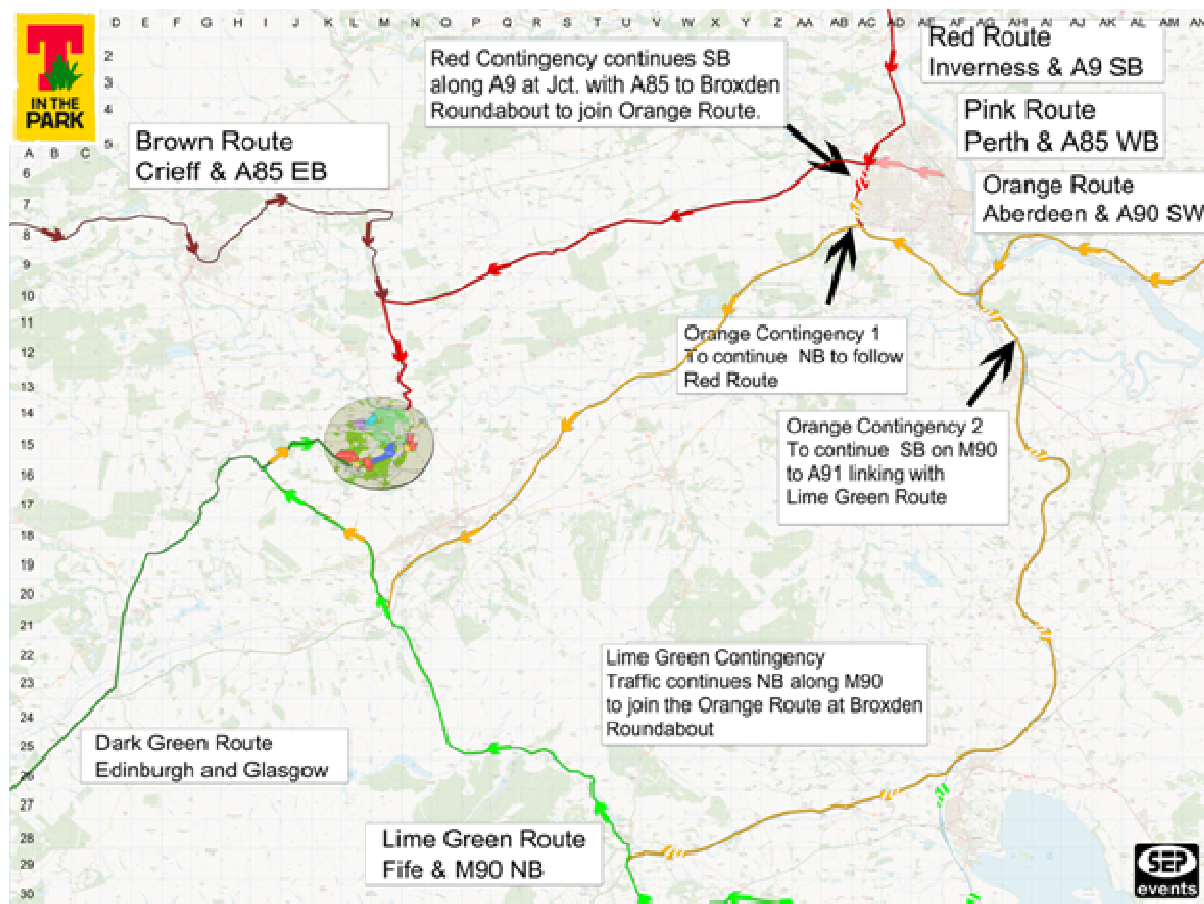


Figure 5.5 Red and Orange Contingency Route.

Orange

Traffic travelling West bound from Aberdeen. South West on A90 to follow M90 junction 7 onto A91. Traffic continues to follow A91 and picks up the existing Lime Green Route at Yetts o' Muckhart.

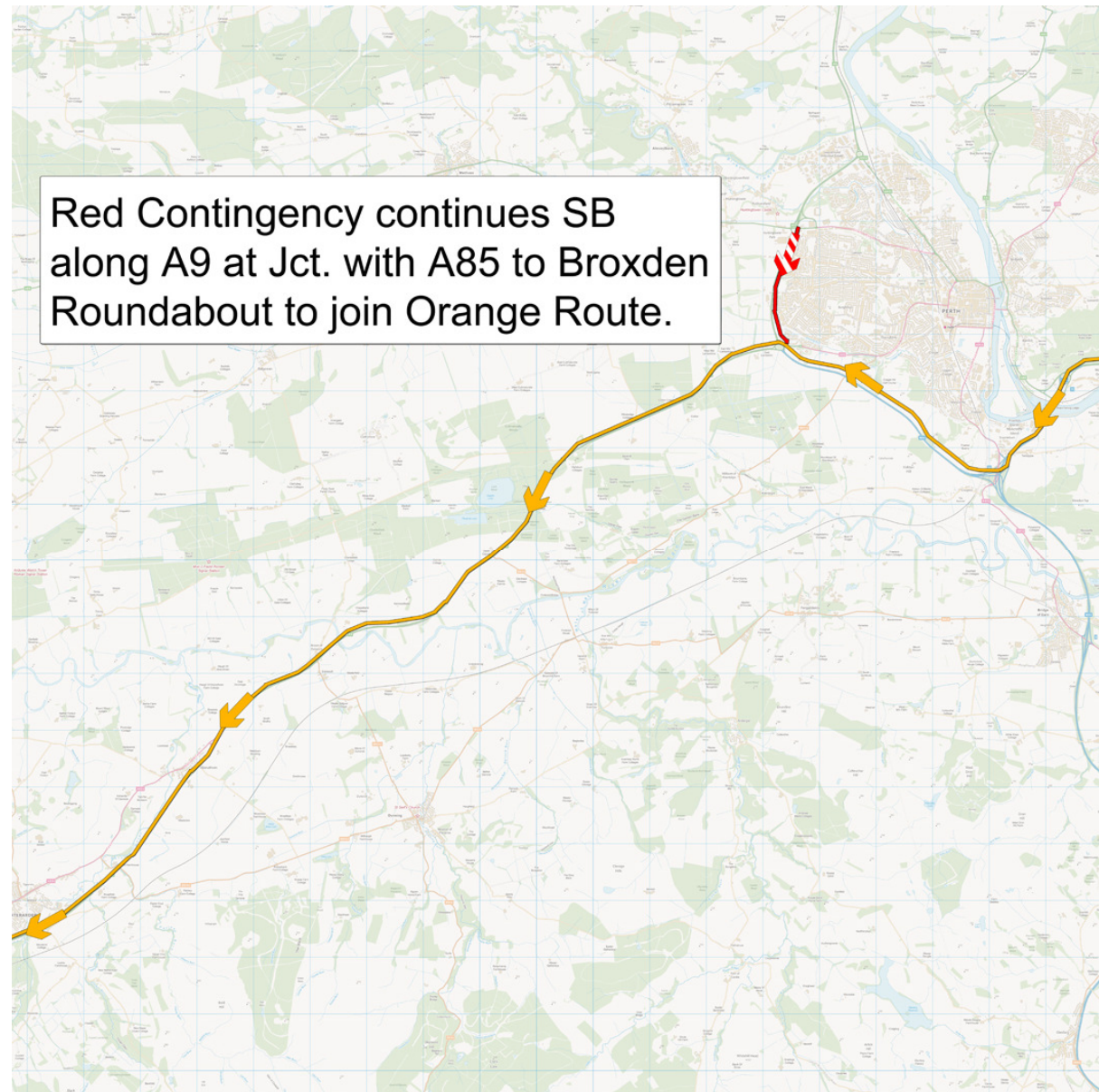


Figure 5.6 Red Contingency Route 2

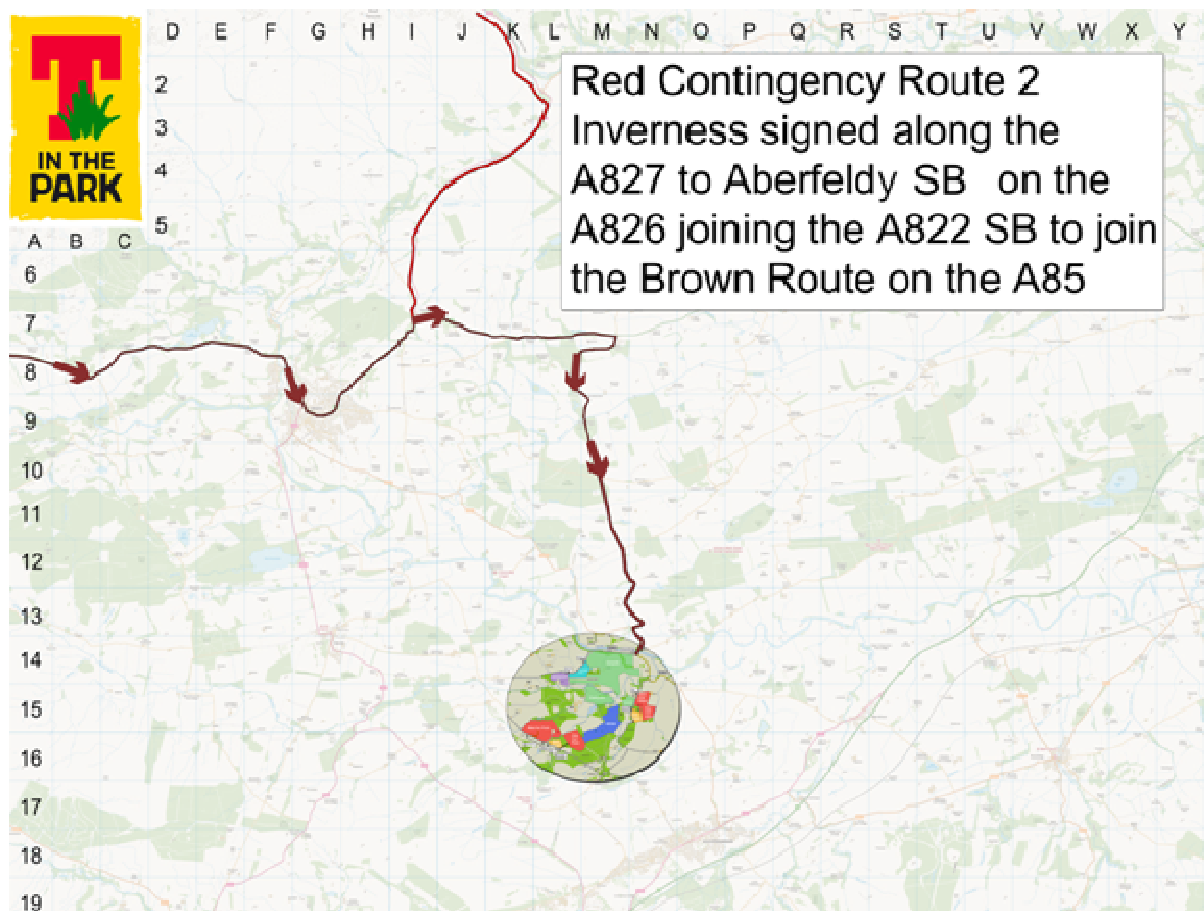


Figure 5.7 **Dark Green Contingency Route.**

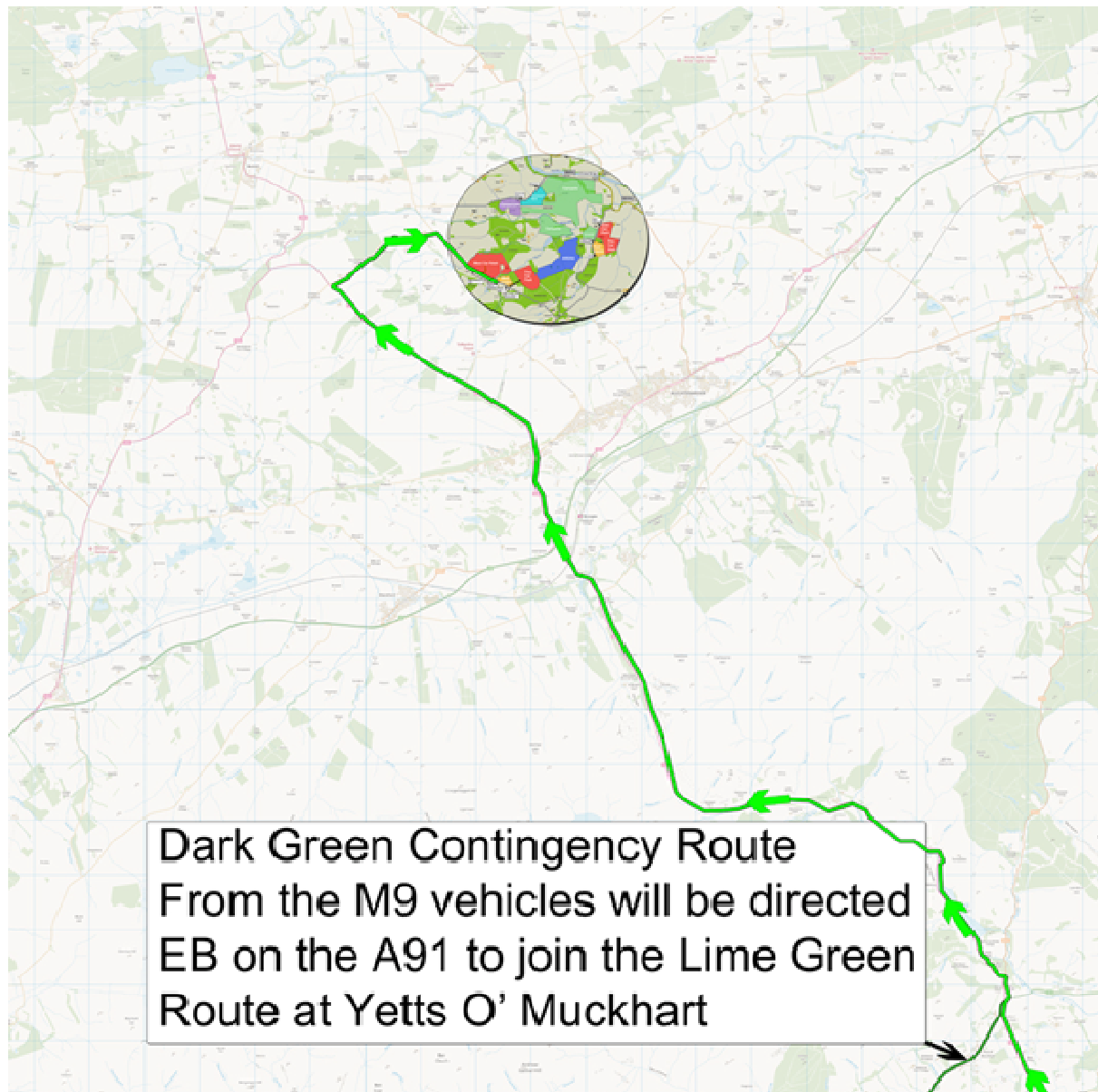
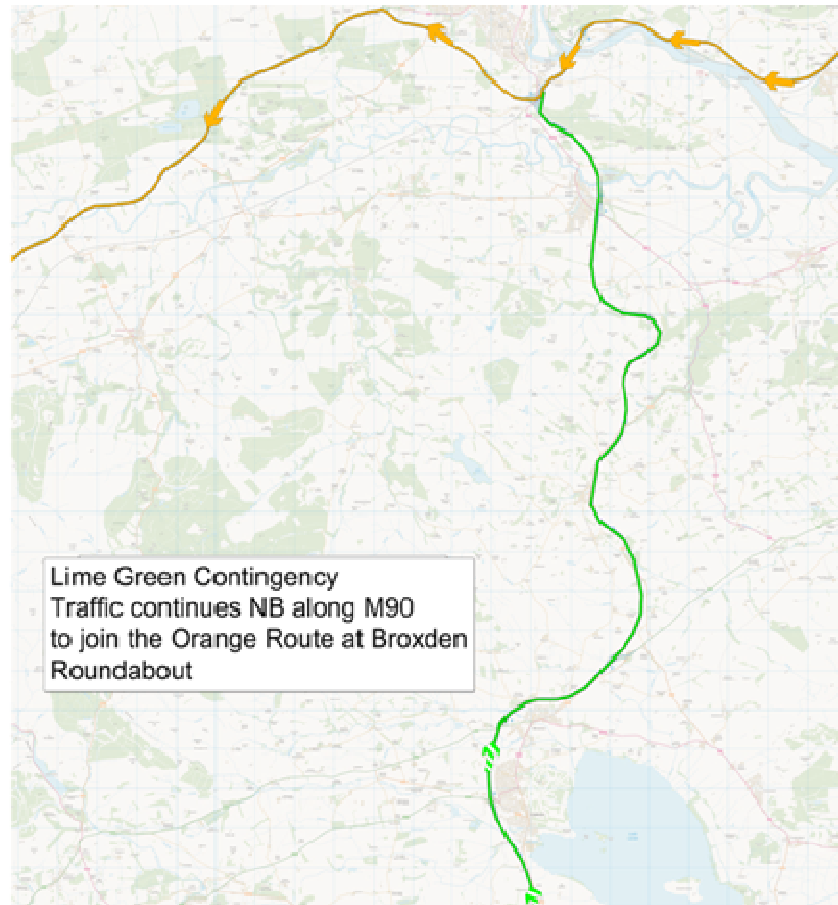


Figure 5.8 Lime Green Contingency Route.



Local Community Communications and Information

- 5.14. Regular updates to the local communities have already begun and will continue up to, during and after the event. There is a strategy in place for this and will be included in the local community engagement plan.
- 5.15. Community feedback is being received, responded to and considered as part of the evolving TMP.
- 5.16. Local community information is and will be made available in several different forms. There is a local residents website which is updated in line with the TMP; Residents letters will be circulated to show local traffic restrictions, one-way systems and road closures; Local resident vehicle passes that have a cartoon map that shows the local restrictions.
- 5.17. Contingency measures for local traffic and public transport and how that is managed to maintain a "business as usual" outcome will be detailed here.

Rail services

Transport Scotland / Scotrail / Abellio

- 5.18. Discussions have begun with rail providers to understand the availability of rolling stock and therefore ticket availability.
- 5.19. Update indicators have been set so as to trigger pre warning of any increase in sales to the Gleneagles train station. This information is vital in ensuring the right service provision of a shuttle bus service from the Auchterarder train station to the event. Further details can be found in the Bus section of the TMP.
- 5.20. For 2015 there will be extensive engineering works taking place over the T in the Park weekend and as such rail services will be of limited availability.

Bus Services

- 5.21. Bus and coaches form nearly 60% of the total attendees travel option.

Scottish Citylink

- 5.22. As part of T in the Park's continued commitment to reducing vehicles attending the site Scottish Citylink have been engaged in providing services from major conurbations in both Scotland and England as direct services to the site. Over many years the success of these services have continued to grow. T in the Park operate what is in effect a park and ride system where over many years of growth has focussed more on the "ride" element. Rather

than parking your car and catching a bus, attendees of the festival catch the bus directly from these National pick up points.

- 5.23. Citylink Buses transporting weekend campers drop off and pick up passengers at the Transport Hub to the North of the site.
- 5.24. Citylink Buses transporting day ticket attendees drop off and pick up in the East PUDO
- 5.25. A full timetable of services will be included here once available.
- 5.26. Figures 5.9 and 5.10 show the route for all Bus and Coach services attending the site from the main population centres detailed above, with Figure 5.11 showing the Exit routes.
- 5.27. Swept path analysis has been undertaken of key junctions for bus travel. Traffic mitigation measures have been included in the traffic management mitigation section. It proposes a combination of temporary traffic signals and one way restrictions.

Figure 5.9 Coaches, Campervans and Pre-booked Disabled INGRESS (Overview).

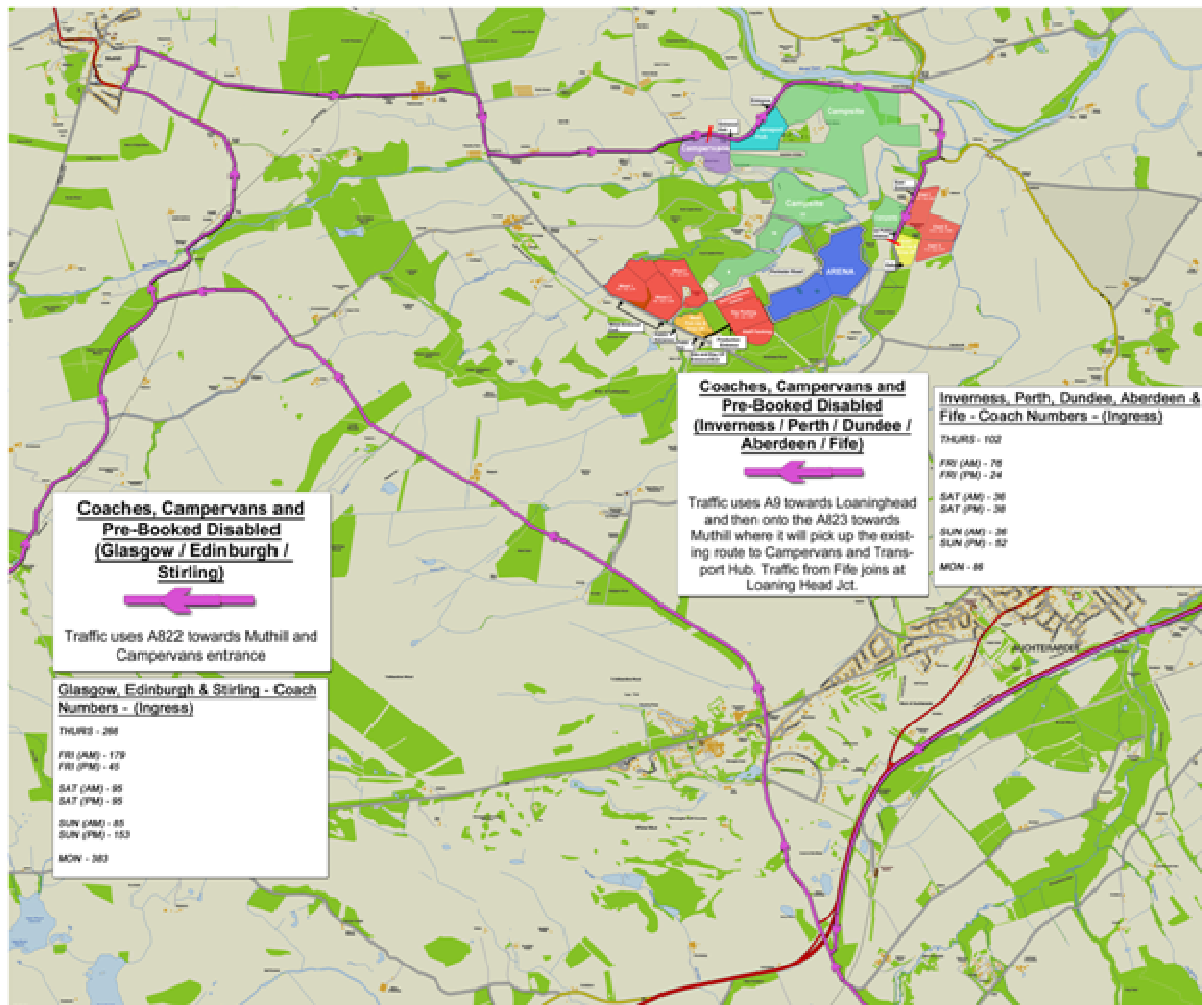


Figure 5.10 All coaches merged Traffic from the A822 INGRESS

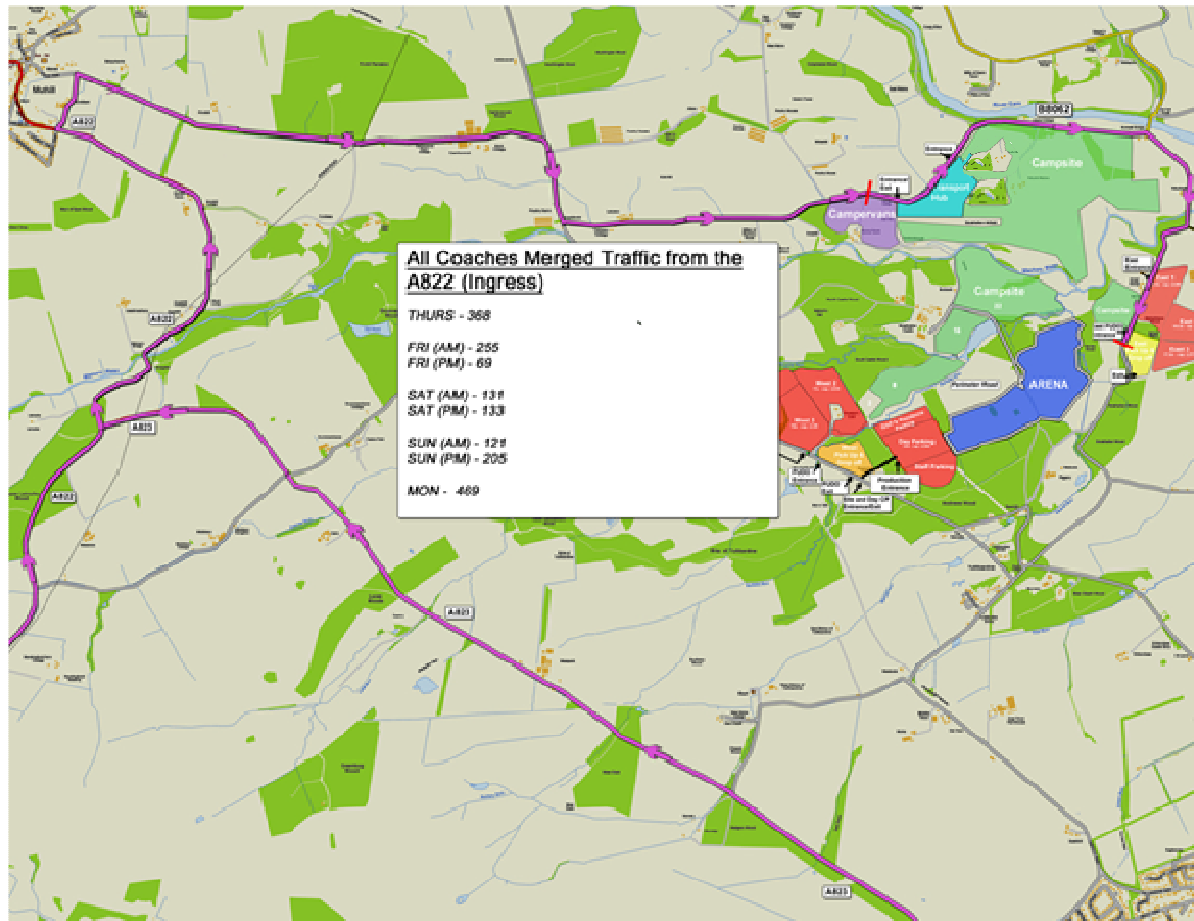
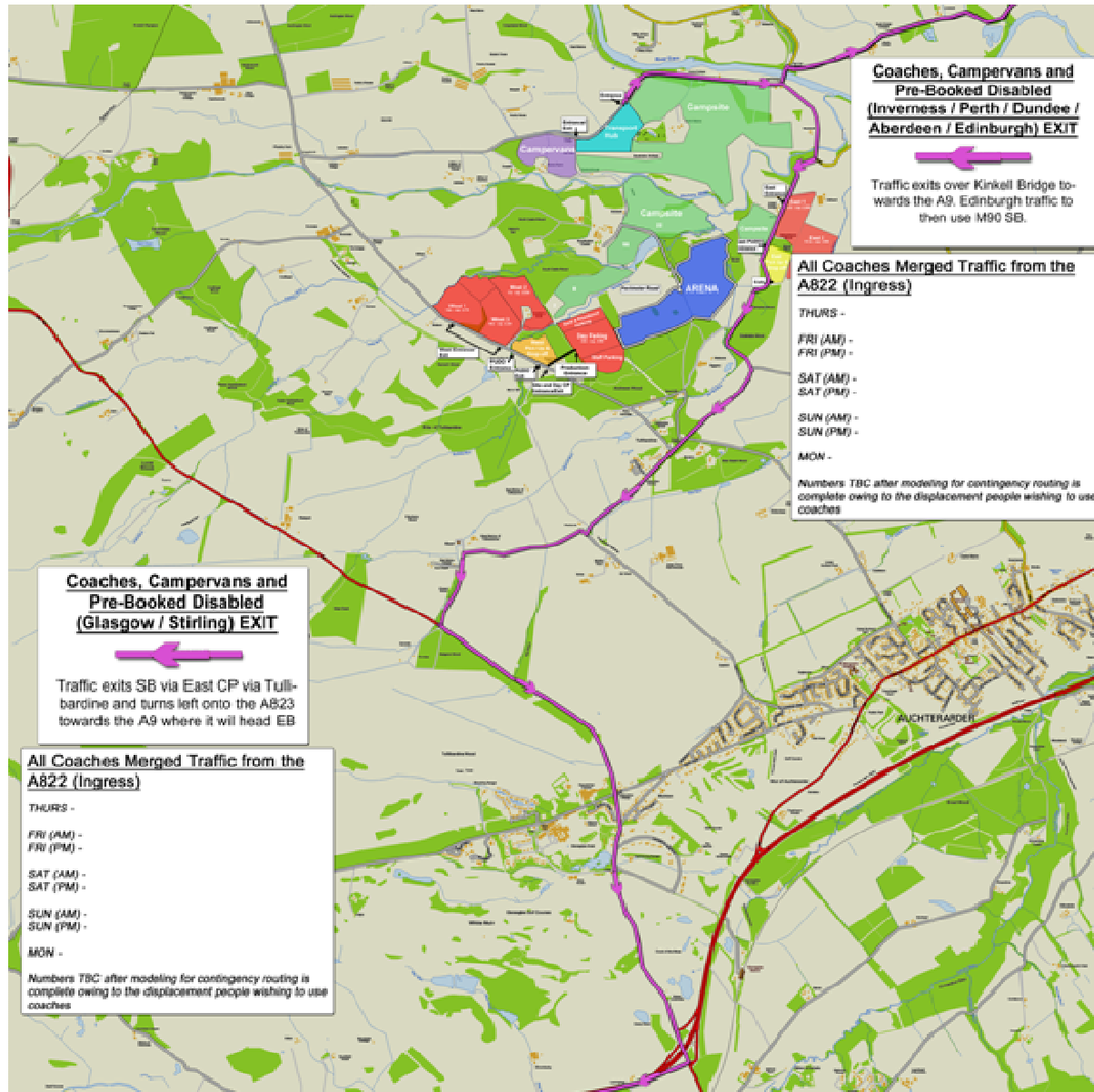


Figure 5.11 Coaches, Campervans and Pre-booked Disabled EXIT



Private coaches

- 5.28. Private coaches are also welcome at T in the Park. They will be directed to the East PUDO. Any day visitor private coaches will drop off in the East PUDO then are directed to the off site holding area to park for the day. These will also follow the routes as set out above.

Local bus services

- 5.29. Local bus services will be provided to facilitate the local rural communities and the medium size population centres of Auchterarder, Crieff and Muthill. Exact details of the route will be shown in later versions of the TMP once confirmed.
- 5.30. A full timetable of services will be included here once available.

Emergency services access to the event and the local community

- 5.31. Consultation with the Scottish emergency services has begun. All 3 of the major emergency services attend the TMG with representative from Police Scotland, Scottish Fire Service and Scottish Ambulance Services. Discussions are still ongoing and full details of both the event access and local community access for emergency services will be detailed here.
- 5.32. Castleton Road From Auchterarder to the estate front drive has been identified as their preferential route to access the event site.

Pedestrian and Cycle Link

- 5.33. The identification of Castleton Road for an emergency link affords the opportunity to use part of the road for a segregated route to and from Auchterarder. It should be noted that local shuttle buses will be promoted as the primary link.

Communications, Control and Command of traffic movements

- 5.34. Full details of the communication strategy to monitor all traffic movements and how that is managed will be found here.
- 5.35. The JOCC (Joint Operations Control Centre) is the hub of all event communications. The agencies relevant to the implementation of the TMP are all located within the JOCC so as to ensure that key strategic discussions can occur whilst the event is live. This system is tried and tested for many years.

- 5.36. There is also a wider scoping communications strategy which incorporates the transport communications this will be referenced here in the TMP once established.
- 5.37. All private traffic management companies and their roles and responsibilities will be included in later versions of the TMP.
- 5.38. Coordination strategies with these private companies, Local Authority staff and the Police will be detailed here.
- 5.39. SEP Ltd provide their own independent back to back handheld radios with their own designated frequency. SEP Ltd Managers will use this system to communicate with the car park Supervisors and or Traffic Management Operatives. This enables real time information to be communicated between car parks at all times.
- 5.40. The J.O.C.C. will serve as the point of contact between SEP Ltd and other relevant bodies. Radio communication will be maintained with J.O.C.C. and a single point of contact will be provided by SEP Limited for any traffic or car parking issues.
- 5.41. The Traffic Scotland provides commuter information on the motorway network via the overhead gantry variable message signing. This system has been utilised to provide both advanced warnings to motorists to avoid the area, and also live information during the event regarding any particular difficulties in terms of congestion in the locality.
- 5.42. SEP Limited will request that the Trunk Road Regional Control Centre (TRRCC) display advance notification of congestion in the area, and also a proactive service on the event days to anticipate and deal with any traffic issues on the road network.

Event Communications Strategy:

- 5.43. The hub of all event communications will be directed via J.O.C.C
- 5.44. On each day of the event, all agencies on site will take part in a number of daily debrief covering all aspects of the event, including traffic.
- 5.45. SEP will have a representative within J.O.C.C. for the majority of the day and will liaise directly with the Police, Council and event control on any issues arising.
- 5.46. All issues raised should then be actioned by the relevant agency.

6. CONCLUSION

- 6.1. The TMP promotes actions which will require the formal approval of Transport Scotland and Perth and Kinross Council as the Local Roads Authority. This will be undertaken after consultation with other parties such as Police Scotland and the other emergency services.
- 6.2. The implementation will require the promotion of temporary traffic regulation order (TTRO) by the relevant Roads Authority. These will provide the power to implement and enforce some of the Transport management. The TMP proposals will be subject to further review and verification within that process.