

Glastonbury Festival's on-site traffic management plan has evolved over a considerable period, and now comprises a range of complementary techniques from eliminating the presence of vehicles on site through to the use of PPE. (Personal Protective Equipment)

## 1. Access Control

The principal means of reducing traffic hazards on site is by effectively eliminating the presence of unnecessary vehicles. Vehicles may only access the site through specific gates, and only then if the driver is in possession of a valid pass. The issue of vehicle passes will be subject to continuing scrutiny.

The passes themselves allow access to the event only on particular dates, thereby ensuring that the vast majority of vehicle movements onto site during the build phase are completed by the time members of the public arrive.

## 2. Minimising Journeys

Wherever possible the requirement for journeys during peak hours will be eliminated. So far as is practicable toilet servicing, skip and bin emptying, generator refuelling, transfer of backline between stages and so on will be conducted during the quiet period between 05.00 and 12.00.

Where practicable, bulk tankers will be sited adjacent to toilet units to reduce the need for collection from that specific location. Toilet blocks will be set out to eliminate the need for reversing.

## 3. Separation of vehicles

The fencing of sections of Stage Road and the establishment of a pedestrian only route from the Pyramid Arena to the Dance Bridge was very successful and will be repeated. In conjunction with a new walkway in the Pyramid hospitality area that conducts pedestrians along the south of the hedge behind the stage, the measures achieve significant improvements in the physical separation of pedestrian and road traffic in the area of principal heavy vehicle movement.

## 4. Site Speed Limit

A speed limit of 10mph has been established across the site. It is clearly indicated at entrances to the Festival, and is further noted in correspondence to those who might have cause to drive on site, as well as being marked on the inside face of all vehicle passes.

Site Safety teams will be active in the interception of drivers showing disregard for site speed limits. Within areas of peak density, and at peak times a number of static vehicle checkpoints will be established at which vehicle speed can be monitored and controlled (see Vehicle Escorts below). The strict enforcement of a vehicle speed limit greatly reduces the risk posed by traffic.

## 5. Movement Restrictions

Given the range of vehicle users on site, a number of different vehicle passes are issued to restrict movement to certain periods only. There are various categories of vehicle pass with specific restrictions to which they will be subject:

### **Site Passes**

Issued to essential staff or contractors who require unrestricted vehicle movement around the site and throughout the duration of the event. Site Passes permit travel within the curfew period, but for essential journeys only.

Site passes do not permit entry to the Festival Site

### **On-Site Passes**

Issued to Traders, staff working on site and performers. Other than moving from the entrance gate to the designated parking destination and departure, all vehicle movements will be banned.

Traders

Traders issued with On-Site passes, will be allowed limited movement:

06.00 – 10.00 Traders will be permitted to collect goods from the onsite wholesaler and make journeys off-site to restock. Vehicles returning after the curfew period will be refused admittance to the site.

03.00 – 18.00 Wholesale vehicles distribute to traders across markets

### **Performers**

Artistes will be issued with date-specific vehicle passes that will allow access to site and movement on it only on the day(s) of performance. All artistes will be advised of the appropriate entrance gate, and will be warned of the potential for considerable delay in accessing the site.

Artistes arriving at the site during peak performance hours will be held at entry gates until Area Organisers and Festival Control deem it safe to allow access.

### **Short Stay**

Issued to crew and performers whose vehicles are only required for a limited duration for example to set up camp or to undertake a performance. Short Stay permits that allow up to 12 hours on site before the vehicle must be removed.

### **Mobile Passes**

Mobile passes will be issued to production vehicles that require limited movement during the event. They permit movement between 03.00 and 12.00.

If travel outside these times is required, the vehicle must be equipped with a Site Pass.

### **X-Passes**

Essentially the same as a Site Pass, but permits entry/exit to the site.

## **6. Vehicle Curfew**

A vehicle curfew will be enforced which effectively bans all but essential vehicle movements on site during the peak evening hours of the event. A permit to move system will be enacted with the main performance areas, allowing artistes who may have to access or depart venues, to be escorted by Site Safety vehicles.

The curfew will commence at 22.00 on the nights of the license period and be lifted at 03.00, or earlier if the Operations Director or his designated deputy feels it appropriate.

## **7. Information for On Site Vehicle Users**

Every contractor, crew-member or performer bringing a vehicle onto site will receive advice on restrictions relating to the use of vehicles. Access times, permitted movement times and site speed limits will be clearly indicated as will the prohibition on the use of alcohol or other intoxicants by drivers.

The permitted movement days and times will be clearly printed on both sides of vehicle passes. It will be impossible for drivers to reasonably claim they were unaware of restrictions or of the requirement to drive responsibly.

Simple advisory sheets will be placed in the cab of site plant and vehicles.

## **8. Vehicle Escorts**

A trial was made at the 2004 Festival of a vehicle escort scheme in the central market area. The scheme was very successful and greatly raised public and driver awareness in the most densely populated area of site.

A similar scheme will be instigated in 2005, covering the same area. Some amendment may be made to the time and days of operation to ensure that maximum benefit is gained from the provision.

## **9. Wheel Guards**

The wheel guards fitted to vacuum tankers proved highly effective both as a physical barrier and as a visual reminder to the public of the hazards associated with farm vehicles. The guards will be employed again in 2005.

## **10. Site Safety Teams**

The Site Safety Team operated by Steve Addicott (The A-Team) will continue in their role of intercepting unauthorised vehicle movement on the site. Each one of the mobile Site Safety vehicles will be issued with forms to take the details of drivers and vehicles breaking the curfew. The details of repeat offenders will be communicated to Festival Control who will ensure that Area Co-ordinators and Gates managers are alerted. Vehicles will then be either confined to the relevant market or production area, or refused re-admittance to the site.

### **11. Area Organisers and Market Managers**

Area Organisers and Market Managers will continue to play a significant role in minimising traffic movement on site – particularly during the curfew period. It is a core function of such area managers to ensure that vehicles are not permitted to leave their area during restricted periods.

### **12. Traffic Exit Strategy**

The 2005 Festival will enact a post-event vehicle management plan similar to that adopted in 2003 and 2004. In essence the plan consists of advising/requesting all traders, contractors and event staff with vehicles on site to leave their departure time until as late as possible on Monday 28<sup>th</sup>. In this way priority is given to public exodus from the off-site car parks, which would otherwise be blocked by departing on-site traffic.

The scheme has been successful in minimising on-site departure queues and in facilitating an orderly and easy exit for people using the off-site car parks.

### **13. Monitoring and Evaluation**

Regular field reports will be received from Site Safety, A-Team, Vehicle Escorts and security about the status of vehicle traffic on site.

On the basis of these reports the Operations Director will determine whether any additional action should be taken. After the festival is concluded, all relevant personnel will be consulted to establish whether the strategy was effective and if changes are necessary for future events.

### **14. On-Site Vehicle Exit Plan**

The principal objective of the strategy is to allow our customers to leave the external car parks as rapidly as possible. To this end, traffic leaving public parking are given priority over vehicles exiting from site, which means an extremely long wait for site traffic trying to leave during the peak public departure period on Monday.

To avoid stress and additional confusion people on site should be prepared to stay put until 1700 on Monday. If the public are away before then we start the site exit earlier.

Managers are asked to do the following:

- Let everyone know that they should stay on site until Monday afternoon

- Ensure that stewarding stays in place on Monday to prevent a free-for-all
- Stay in touch with the Site Office who advise you when traffic has subsided.
- Use the exit routes shown below
- Leave one lane clear for emergency use – such as on Stage Road and the main drag

If anyone does need to leave site earlier on Monday then they can move, but they are made aware that priority will be given to the exiting public. In the end it is far better for people to chill out and spend another day at the Festival than to try and beat the crowds and end up sitting in a car for 6 hours. If people have a genuine & desperate reason to get away early, then they are advised to park in one of the secure off-site car parks and walk in/out. It can be a longish walk, but it is certainly quicker than queuing all day.

Below are the designated exit routes, which have been zoned geographically:

Pyramid, Other Stage, New Bands, Dance, Cinema J, E Markets	Stage Road to VG5 and for <b>all vehicles 7.5t and over</b>
Acoustic, Theatre, Kidz A,B,C,D,I Markets	Muddy Lane to VG2 for <b>small vehicles only</b>
Jazz World, Cabaret, Circus Big Top, Avalon, Lost, Glade, Green F,H,K,M,N Markets	Railway Line and west towards VG4 and VG4a. VG4a is a right turn along the concrete road towards the main Red Gate. VG4 takes you straight on Orange or White Route.
Oxfam crew, AP Security crew and other crews at the top of site	VG2 – vehicles less than 7.5t

Muddy Lane and VG2 are NOT SUITABLE for any sizeable vehicles, or vehicles towing heavy or long trailers. Anything bigger than a transit van should leave via the Railway Line or Stage Road – depending on where they are starting.

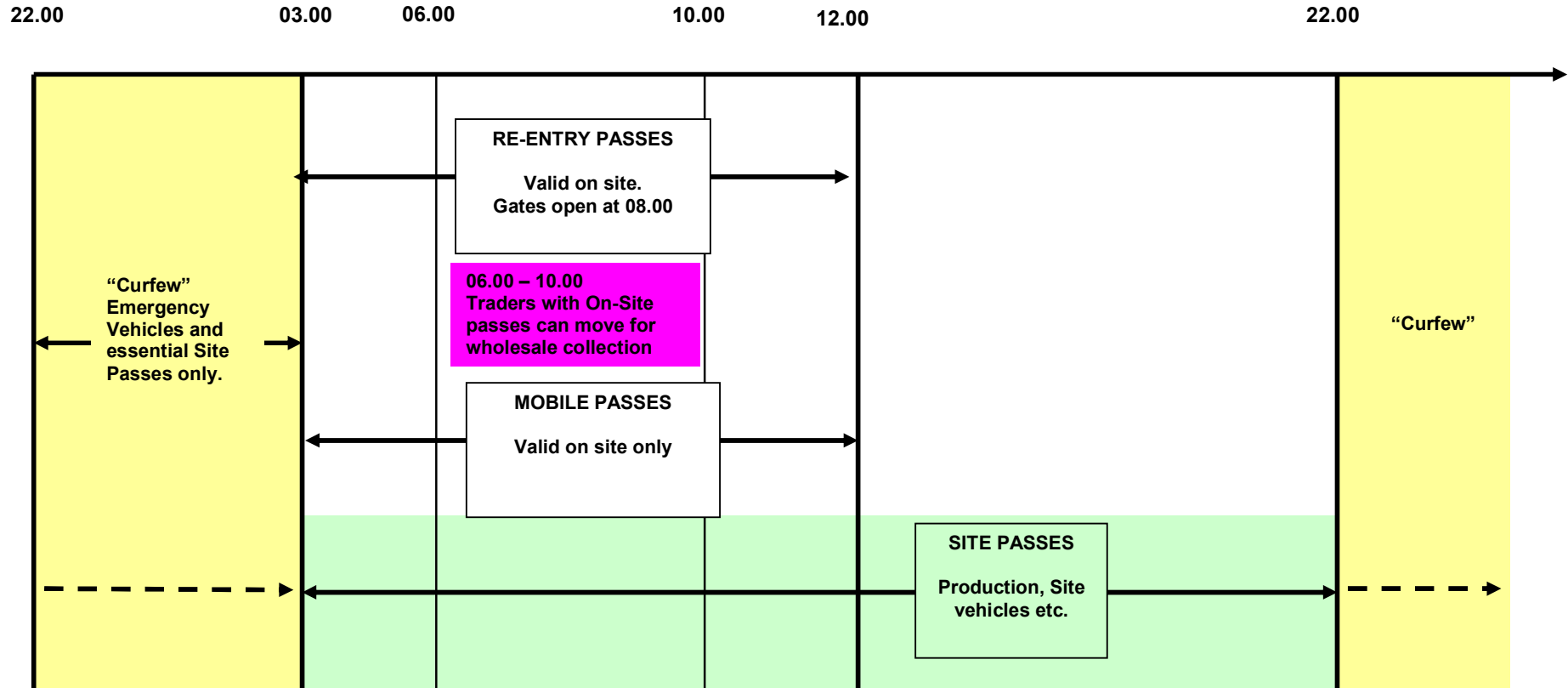
Anything larger than 7.5 tonnes should NOT use the Railway Line, but go to Pyramid>Stage Road>VG5.

**Incoming traffic** (such as trucks for collecting lighting, PA etc.) will be admitted at Red Gate and should then proceed to either VG6 (small vehicles) or VG5 (large). **It is not recommended for any vehicle to enter the site between 0800 and 1800 hours on Monday 27<sup>th</sup> June due to traffic congestion on site.,**

NOTE that VG6 is NOT an exit Gate. We cannot afford to have traffic blocking the only route in to the Farm.



## Vehicle Movement Restrictions



The curfew will nominally end at 03.00, but depending on crowd density & activity it may be reduced or extended. The aim is not to be pedantically tied to any stop time, but to make a sensible judgement based on site conditions. Production vehicles moving during this period must have a Site Pass and a valid reason for the journey.

Note also that the Mobile Pass will only allow movement on site between 0300 and 1200. Anyone wishing to leave site will require a Re-entry Pass, which will permit on-site movement between 0300 and 1200, and access through the specified gate from 0800. If vehicle movements are required beyond 12.00, then SITE PASSES must be requested.