

Ingress and Egress Management Plan v1

Festival PEOPLE

Saturday 17th June 2023

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Event Overview

Festival PEOPLE is a one-day music festival, with a mix of outdoor and indoor stages for live and recorded musical entertainment, bars and food concessions, and other similar entertainment. The event is ticketed and does not offer any camping or other accommodation. The event will feature local, national and international DJ performances spread across multiple stages, sponsor activations, food concessions and bars.

Scope of Document

The purpose of this document is to detail proposed plans for moving the event audience into and out of Barking Park and the wider area pre and post event.

The Event Organisers recognise the importance of carefully managing the safe and effective arrival and leaving of their customers to and from the event site and the wider area, in order to minimise disruption to local stakeholders and residents. Based on the vast experience of the event management team both at and other events/ festivals locally, nationally and internationally they are confident that they have presented a comprehensive and deliverable plan for getting event goers away from the event site and wider area safely and in an appropriate time frame. The event organisers are committed to a significant amount of infrastructure and staffing to deliver the plan, as well as on going work to further develop this plan. This work and effort from the event organiser is to ensure a safe and satisfactory delivery of the event is possible not only for ticket buyers but also to maintain the commitment to achieving high standards with regards to the licensing objectives.

This document is in draft format and will be developed going forward throughout the planning process.

Event Day Capacities and Timings

Event Date	Event Capacity	Event Start Time	Event End Time
Sat 17th June 2023	15,000	12:00	22:30

It is the intention of the event organisers to stagger the closure of stages to assist with the steady flow of the audience from the event site to their opted mode of transport for their journey home. These times will be finalised in subsequent editions of this plan.

Stage Closure Schedule and Capacities

Stage	Capacity	Stage Close Time
Stages 4 & 5	1,380 (stage 4) & 1000 (stage 5)	TBC
Stage 3 & 2	3038 (stage 2) 2600 (stage 3)	TBC
Stage 1	7,200	TBC

An Ingress and Egress Manager will be employed and present externally to oversee the ingress and egress operation and oversee crowd management, liaise with TFL staff and have overall control of crowd management at the station and routes to it.

Ingress

Ingress Transport Modal Split

It is important to understand the modal split for the festival and how the numbers break down for each method of arriving to the show, the modal split for leaving the show is slightly different with a percentage built in for early leavers.

Based on previous experience at comparable events and from other events held in London the agreed modal split can be seen below, with 80% anticipated to require use of London Underground services

Attendance:	15,000
No Shows: (5%)	750
Use of other transport methods: (15%) eg: Walking, PUDO, Taxis etc...	2250
London Underground: (80%)	12, 000

Due to the spreadout nature of the arrival patterns shown in similar events operated by the Event Organisers it is not anticipated to require over management of customers into the park or out of Barking Station. Peak arrivals are expected to be between 13:00 – 16:00 with previous data showing that for weekend show days 75% will arrive during this time.

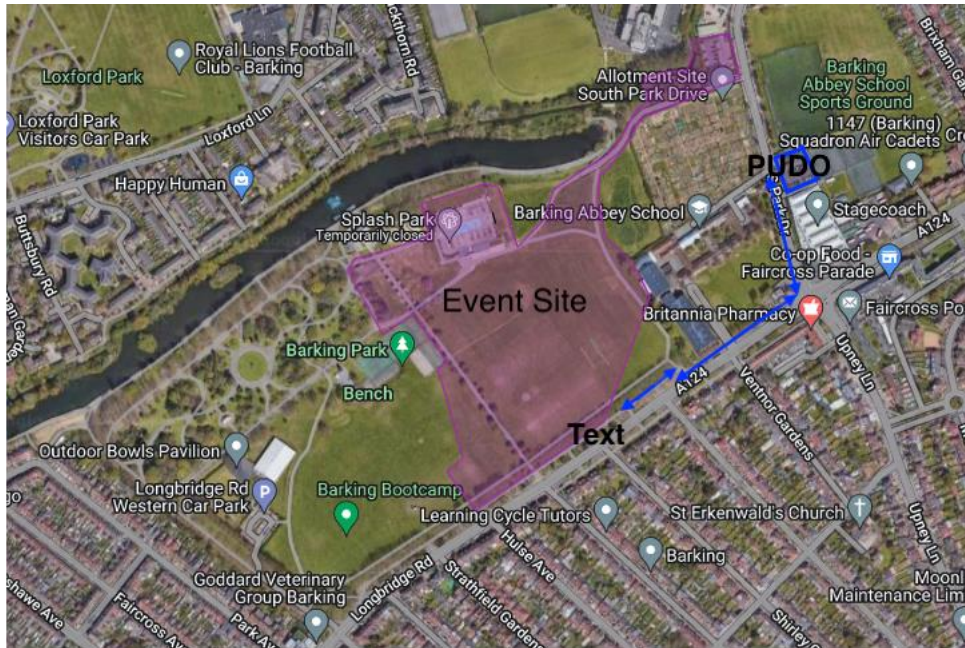
Wayfinding staff and signage will be placed along the route to guide customers East along Longbridge Road and Toilet provision for customer use will be positioned within the park inside the entrance gates in the Southwest corner of the park and they will be signposted from the station. Security staff will be positioned slightly north of the entrance gate to ensure no customers continue to walk north towards the water body at the North of the park and are directed to the entrance to the festival only.

Pick Up and Drop Off – Private Hire, Taxis & Private Vehicles

The second largest contingent of the transport modal share model at 15% of the expected audience is those who will utilise the Pickup Drop Off Zone – either through use of Taxis, Private Hire or Private drop off.

The Event Organisers are in discussions with Barking Abbey School to hire their car park for the Pickup and Drop Off (PUDO) area. This car park is adjacent to the park on the East side of South Park Drive. A managed crossing will be in place on South Park Drive.

Traffic management stewards will be employed to ensure safe drop off, use of pedestrian walkways and no parking occurs.



Egress

Exiting the event site event goers would be directed by signage and event stewards as soon as they come out the event gates either towards PUDO or Barking Station.

This gate is 8.8m wide and with a flow rate of 60 people per meter per minute this would mean the full capacity of 15,000 could egress out of this gate within 30 minutes. Given the planned staggered nature of the stages closing it is anticipated that this gate is more than sufficient to accommodate the flow of people leaving the event.

This route through the park will be lit by temporary event lighting, staffed by event stewards and security, and barriers will be in place at key locations to ensure event customers do not walk toward the body of water to the north of the site. Portaloo Toilets and Urinal pods will be situated inside the park.

There may be a road closure in place following the development of the Traffic Management Plan Full in liaison with SAG. Conversations have been initiated with LBB and Redbridge Highways Department.

Egress Transport Modal Split

The predicted modal split for Egress of the show is slightly different to ingress with 10% allocated to early egress, these are people who traditionally leave the site prior to the commencement of main egress beginning. The break down can be seen below with the largest majority (70%) heading towards public transport via Barking station.

Attendance:	15, 000
No Shows: (5%)	750
Use of other transport methods: (15%) eg: Walking, PUDO, Taxis etc...	2250

Early Egress (10%)	1,500
London Underground: (70%)	10, 500

Therefore, the primary form of egress away from the site and the wider area is through use of Barking Station.

Barking Station flow rates and capacities

The event organisers are consulting with C2C Rail who manage Barking station who are comfortable with the event and amount of people proposed to use it. The organisers have worked with C2C to deliver larger shows in the past.

Notes on the workings

- Calculations start with the total audience, rather than the predicted Barking westbound usage, and show how much of the audience can be consumed by this service. By approaching it in this way this demonstrates how much of the audience would need other forms of transport/and or direction of travel.
- Based on the above table and vast previous experience, we know that **at least 30%** of the audience will not require public transport . Therefore we need to demonstrate that the residual number is less than 30%. Those residual numbers **are not** a measure of people who could be left outside of Barking station.
- Other factors that will reduce the demand including the fact there are multiple options from Barking station including: the Overground service west to Gospel Oak, the Eastbound District Line service and the c2c service; west to central London and east to Southend and Grays - which will help spread the audience significantly.
- At bottom of the table, the 'remaining trains' total includes the number of trains in that time period and thereafter.
- The Barrier rate has been calculated as follows: 5 entry barriers operating at 40 persons per minute. (5 x 40 = 200). TFL representatives have suggested 45 would be achievable but we will maintain a buffer
- Timetables are accurate as of 9th January 2023, and it is accepted they may change prior to event days in June. Timetables will continue to be monitored and calculations adjusted.
- Train takeup / capacity has been estimated in conjunction with actual train capacities, considering existing passenger levels on the trains that are coming from previous destinations and customer journey (which will be backed-up by ticket postcode data once available). See table A.
- c2c have made us aware it is likely there will be engineering works between Fenchurch Street and Barking, this predicted timetable has been factored into the following data.
- Table B runs through the train timetable at Barking station. The Departure times are shown on the left hand column, with the route and estimated capacity/takeup of that train following to the right. In the next column a running tally of the train service capacities is calculated. In the right hand column the flow rate of persons per minute through the barriers is calculated according to the train times - when there is a space in this column the trains are scheduled to arrive at the same time so see above.
- We will monitor ticket sales postcode analysis to inform ourselves, transport stakeholders and communicate to our audience best routes which could be significant.

Table A

Train	Direction	Estimated Capacity / Uptake
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Overground to Gospel Oak	Barking to Gospel Oak (North West)	100
c2c to London Fenchurch Street	Shoeburyness to London Fenchurch Street (West)	600
c2c to Shoeburyness	London Fenchurch Street to Shoeburyness (East)	300
District Line to Wimbledon, Richmond or Ealing	Upminster to Wimbledon, Richmond or Ealing (west)	600
District Line to Upminster	Wimbledon, Richmond or Ealing to Upminster	200
Hammersmith & City to Hammersmith	Barking to Hammersmith (west)	750

Table B

Barking station Saturday departures 22:00 to 23:30

					Barrier Flow (5 x barriers)
Departures	Train & Direction	Direction	Train: Takeup / Capacity	Train: Running Tally	40 per/m = 200 per minute
22:00	District Line	Eastbound	200	200	
22:02	c2c	Westbound	600	800	400
22:03	District Line	Westbound	600	1400	600
22:03	c2c	Eastbound	300	1700	
22:04	Hammersmith & City	Westbound	750	2450	800
22:05	c2c	Westbound	600	3050	1000
22:08	District Line	Westbound	600	3650	1600
22:09	Overground	Westbound	100	3750	1800
22:10	District Line	Eastbound	200	3950	2000
22:13	District Line	Westbound	600	4550	2600
22:14	c2c	Westbound	600	5150	2800
22:14	Hammersmith & City	Westbound	750	5900	
22:18	District Line	Westbound	600	6500	3600
22:20	District Line	Eastbound	200	6700	4000
22:22	c2c	Eastbound	300	7000	

22:23	District Line	Westbound	600	7300	4600
22:24	Hammersmith & City	Westbound	750	8050	4800
22:28	District Line	Westbound	600	8,650	5600
22:29	Overground	Westbound	100	8,750	5800
22:29	c2c	Westbound	600	9,350	
22:30	District Line	Eastbound	200	9,550	6000
22:33	c2c	Eastbound	300	9,850	6400
22:33	District Line	Westbound	600	10,450	6600
22:34	Hammersmith & City	Westbound	750	11,200	6800
22:34	c2c	Westbound	600	11,800	
22:37	c2c	Eastbound	300	12,100	7400
22:38	District Line	Westbound	600	12,700	7600
22:40	District Line	Eastbound	200	12,900	8000
22:43	District Line	Westbound	600	13,500	8600
22:44	Hammersmith & City	Westbound	750	14,250	
22:45	c2c	Westbound	600	14,850	9000
22:48	District Line	Westbound	600	15,450	9600
22:49	Overground	Westbound	100	15,550	9800
22:50	District Line	Eastbound	200	15,750	10,000
22:50	c2c	Eastbound	300	16,050	
22:53	District Line	Westbound	600	16,650	10,600
22:54	Hammersmith & City	Westbound	750	17,400	10,800
22:58	District Line	Westbound	600	18,000	11,600
22:58	c2c	Westbound	600	18,600	
23:00	District Line	Eastbound	200	18,800	12,000
23:02	c2c	Eastbound	300	19,100	12,400
23:03	District Line	Westbound	600	19,700	12,600
23:04	Hammersmith & City	Westbound	750	20,450	12,800
23:05	c2c	Westbound	600	21,050	13,000
23:05	District Line	Eastbound	200	21,250	
23:06	Overground	Westbound	100	21,350	13,200
23:10	c2c	Eastbound	300	21,650	14,000

23:10	District Line	Westbound	600	22,250	14,000
23:14	Hammersmith & City	Westbound	750	23,000	14,800
23:15	District Line	Eastbound	200	23,200	15,000
23:17	c2c	Westbound	600	23,800	15,400
23:19	District Line	Westbound	600	24,400	15,800
23:19	c2c	Eastbound	300	24,700	
23:20	District Line	Eastbound	200	24,900	16,000
23:24	Hammersmith & City	Westbound	750	25,650	16,800
23:25	District Line	Eastbound	200	25,850	17,000
23:29	Overground	Westbound	100	25,950	17,800
23:29	District Line	Westbound	600	26,550	
23:30	District Line	Eastbound	200	26,750	18,000
23:30	c2c	Eastbound	300	27,050	
23:30			27350	27,350	18,000
Remaining Trains post 23:30					
Overground - 1	c2c Westbound - 5	c2c Eastbound - 9	District (West) - 3	District (East) - 12	H & C - 3

This table shows that between 22:00 and 23:30 the station is capable of processing 18,000, with the current 5 barriers in operation.

Outcome

The ample train services from Barking station, even with the reduced service from c2c, provides plenty of routes to multiple destinations to Essex, West London and Central London. Meaning that it will be achievable to process the footfall estimated on the projection above. The train capacities will be able to cope with the audience, along with the station's facilities (entrances and barriers) and allow for growth in the future.

The remaining trains post 23:30 are shown at the bottom of table B.

Table B works on the figures of 40 persons per minute through five barriers equalling a total of 200 per minute. Barking station is aiming to double their barrier provisions by March of this year, which would take this figure to 400 persons per minute - maintaining the buffer mentioned earlier in this document.

The greater barrier flow is shown below along with the usual Saturday timetable below in Table C:

Table C

					Barrier Flow (10 x barriers)
Departures	Train & Direction	Direction	Takeup / Capacity	Running Tally	40 per/m = 400 per/m
22:00	c2c	Westbound	600	600	400
22:00	District Line	Eastbound	200	800	
22:03	District Line	Westbound	600	1400	1200
22:03	c2c	Eastbound	300	1700	
22:04	Hammersmith & City	Westbound	750	2450	1600
22:08	District Line	Westbound	600	3050	3200
22:08	c2c	Eastbound	300	3350	
22:09	Overground	Westbound	100	3450	3600
22:10	District Line	Eastbound	200	3650	4000
22:12	c2c	Westbound	600	4250	4800
22:13	District Line	Westbound	600	4850	5200
22:14	Hammersmith & City	Westbound	750	5600	5600
22:14	c2c	Eastbound	300	5900	
22:17	c2c	Westbound	600	6500	6800
22:18	District Line	Westbound	600	7100	7200
22:20	District Line	Eastbound	200	7300	8000
22:23	District Line	Westbound	600	7900	9200
22:23	c2c	Westbound	600	8500	
22:23	c2c	Eastbound	300	8800	
22:24	Hammersmith & City	Westbound	750	9550	9600
22:28	District Line	Westbound	600	10,150	11,200
22:29	Overground	Westbound	100	10,250	11,600
22:30	District Line	Eastbound	200	10,450	12,000
22:30	c2c	Westbound	600	11,050	
22:32	c2c	Eastbound	300	11,350	12,800
22:33	District Line	Westbound	600	11,950	13,200
22:34	Hammersmith & City	Westbound	750	12,700	13,600
22:38	c2c	Eastbound	300	13,000	15,200

22:38	District Line	Westbound	600	13,600	
22:40	District Line	Eastbound	200	13,800	16,000
22:42	c2c	Westbound	600	14,400	16,800
22:43	District Line	Westbound	600	15,000	17,200
22:44	c2c	Eastbound	300	15,300	17,600
22:44	Hammersmith & City	Westbound	750	16,050	
22:46	c2c	Westbound	600	16,650	18,400
22:48	District Line	Westbound	600	17,250	19,200
22:49	Overground	Westbound	100	17,350	19,600
22:50	District Line	Eastbound	200	17,550	20,000
22:53	District Line	Westbound	600	18,150	21,200
22:53	c2c	Westbound	600	18,750	
22:53	c2c	Eastbound	300	19,050	
22:54	Hammersmith & City	Westbound	750	19,800	21,600
22:58	District Line	Westbound	600	20,400	23,200
23:00	District Line	Eastbound	200	20,600	24,000
23:00	c2c	Westbound	600	21,200	
23:02	c2c	Eastbound	300	21,500	24,800
23:03	District Line	Westbound	600	22,100	25,200
23:04	Hammersmith & City	Westbound	750	22,850	25,600
23:05	District Line	Eastbound	200	23,050	26,000
23:06	Overground	Westbound	100	23,150	26,400
23:08	c2c	Eastbound	300	23,450	27,200
23:10	District Line	Westbound	600	24,050	28,000
23:12	c2c	Westbound	600	24,650	28,800
23:14	Hammersmith & City	Westbound	750	25,400	29,600
23:14	c2c	Eastbound	300	25,700	
23:15	District Line	Eastbound	200	25,900	30,000
23:16	c2c	Westbound	600	26,500	30,400
23:19	District Line	Westbound	600	27,100	31,600
23:20	District Line	Eastbound	200	27,300	32,000
23:23	c2c	Westbound	600	27,900	33,200

23:23	c2c	Eastbound	300	28,200	
23:24	Hammersmith & City	Westbound	750	28,950	33,600
23:25	District Line	Eastbound	200	29,150	34,000
23:29	Overground	Westbound	100	29,250	35,600
23:29	District Line	Westbound	600	29,850	
23:30	District Line	Eastbound	200	30,050	36,000
23:30	c2c	Westbound	600	30,650	
23:30			30650		36,000
Remaining Trains post 23:30					
Overground - 1	c2c Westbound - 5	c2c Eastbound - 9	District (West) - 3	District (East) - 12	H & C - 3

This table shows that, with the additional barriers, this station is capable of processing 30,650 from 22:00 to 23:30.

Pick Up Zone

The second largest contingent of the transport modal share model at 15% of the expected audience is those who will utilise the Pick Up Zone – either through use of Taxis, Private Hire or Private pick up.

This area will be managed by Traffic Management stewards and supported by event security during peak periods.

Full operational details and plans will be set out within the Traffic Management Plan for the event.

Resident Communication

Local residents will be able to contact the event team via a dedicated phone line. The phone numbers will be communicated via the resident letter well as via a mailer to ward councillors, SAG, resident groups and similar. Further information can be found in the Community Liaison Plan.