

## Introduction

CTM have been contracted to manage Traffic Festival People on 17<sup>th</sup> June 2023 at Barking Park. This Traffic Management Summary is proposed to ensure the safe ingress and egress of the audience. It should be viewed alongside Ingress and Egress Management Plan and the full Traffic Management Plan. All these documents will be developed via the SAG process and should be considered 'live' documents subject to change. An Ingress and Egress Manger is engaged as part of Event Management.

### 1.1 Expected Traffic Levels

All ticket holders will arrive over the course of Saturday 17<sup>th</sup> June. Based on previous experience and as set out in the Ingress & Egress plan, the following is how they would be anticipated to arrive to site.

Transport Mode	Percentage	Numbers
London Underground	80%	12000
Other Transport	15%	2250
No Shows	5%	750

## 2. Ingress & Egress Operations

### 2.1 Public Parking

Due to customer profile and experience at similar events, no parking will be available for ticket holders. All surrounding roads are subject to permit parking and public transport will be encouraged through website and ticketing channels.

### 2.2 Rail Travel

The Event will most likely only be served by two stations. Barking and Upney. The large majority via Barking Station. Timetables and capacities are detailed within the ingress egress plan. The following lines run into Barking Station:

- Hammersmith & City Line
- District Line
- C2C
- Overground: Barking Riverside – Gospel Oak

There will be continued communication throughout the event planning cycle with TFL and C2C regarding the capability of Barking Station and any potential service issues. Considering the station is served by four lines the event organisers are comfortable it is a reliable station to egress pedestrians from the Event. In the event of overcrowding at the station or service issues, the following contingencies may be considered:

- Slowing egress down. This would be assessed in line with the capacity at Barking and the amount of capacity reduced. On site VMS and security can slow/halt egress to give station enough time to clear before new festival goers arrive.
- If suitable and in agreement with TLD/ C2C. On site VMS can instruct of delays at Barking Station and people wishing to use services which can be serviced by Upney station will be directed to follow signage to alternative stations

### 2.3 Traffic Lights

Certain Temporary light installations will be applied for alongside permission to control phases of existing traffic lights along ingress and egress routes. These requests will be made in liaison with TFLs LSTCC. In support of Phase amended light heads, CSAS and Chapter 8 Operatives will be in position to enforce sterile crossing zones, should light phase not facilitate satisfactory crossing times for pedestrians. To facilitate safe pedestrian crossing of South Park Drive to and from PUDO, use of temporary traffic lights will be requested. If granted, a Chapter 8 operative will control traffic on South Park Drive to create sterile crossing conditions during peak ingress and egress.

For pedestrians looking to use Longbridge to either travel to the event westbound or from the event eastbound via pedestrian crossing at South Park Drive Junction with Longbridge, permission to extend pedestrian crossing phases between 14:00 – 15:30 during ingress, and 22:00 – 23:30 during egress.

## 2.4 Taxi – Drop & Collect

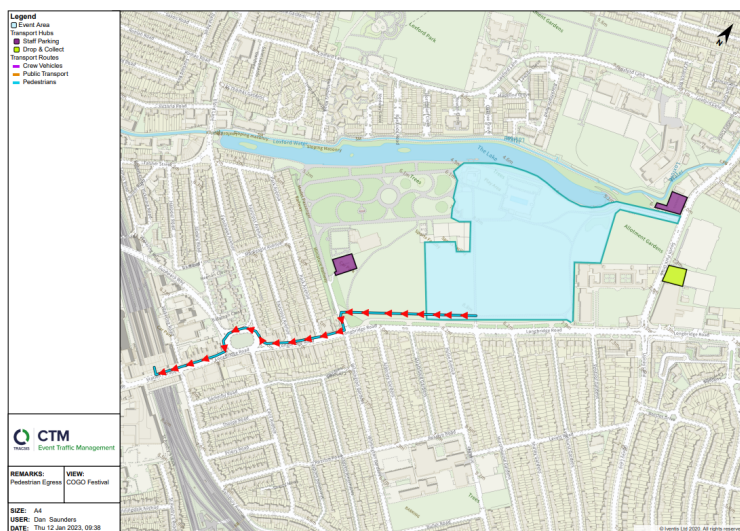
Barking Abbey School Sportsground Carpark, which is accessible from South Park Drive, is the proposed area for all taxi and private hire drop-offs and pick-ups (PUDO). Additional lighting will be used. Taxis and private hire vehicles will operate in separate ranks, and Uber will be consulted on geofencing this site for pick-ups while the festival is open. Signage will be placed throughout the Park, and more security personnel should be on duty during busy times to direct pedestrians. The Event website's Info page will advertise the 10-minute walk to the event from PUDO. Traffic management stewards will be employed to ensure safe drop off, use of pedestrian walkways and no parking occurs. Vehicle Ingress, Vehicle Egress, and pedestrian access will occur via three separate entrances to increase efficiency and maintain safety.

## 2.5 Egress Routes during Peak Ingress

During peak ingress, festival goers will be permitted to leave without much interference from traffic management operatives.

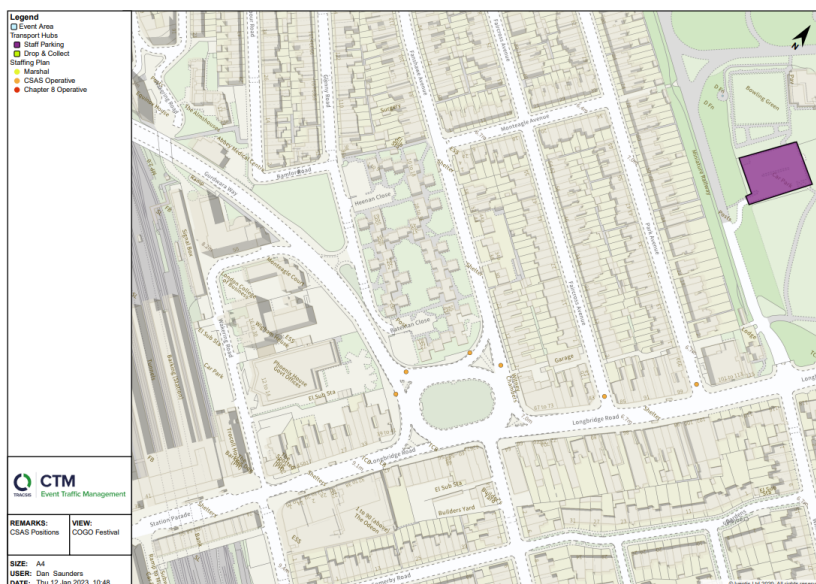
## 2.6 Post Event Egress Routes

As soon as attendees leave the event site through the event gates, signage and event stewards will point them in the direction of PUDO or Barking Station. Stages will follow a staggered closing pattern. Main egress route is as follows:



To facilitate clearer visibility and thus safer pedestrian crossing a clearway order on Longbridge Road will be applied for. These restrictions will allow for unrestricted access for blue routes from Longbridge Road also.

During Egress, peak flow towards the station will take a heavier toll on the roundabout crossing points. As such CSAS Officers will take a more active role in stopping traffic outside of favourable light phases. Staffing positions will be, again, as below.



At this stage, with expressed permission from TFL's LSTCC to amend light phases, and authority from Met Police to use CSAS, this permutation of the Traffic Plan will operate without Road Closures.

During peak egress (22:00-23:00) there is the option of enforcing a road closure from the junction of Longbridge Road and South Park Drive westbound to the Fanshawe Avenue roundabout for pedestrians, subject to agreement with the London Borough of Barking and Dagenham. A limited road closure for peak egress will minimise disruption to traffic and surrounding area.