

Radio 1 Big Weekend Burton Constable Hall Saturday 27th May and Sunday 28th May 2017


Draft Transport and Traffic Management Plan (v4)
19th April 2017

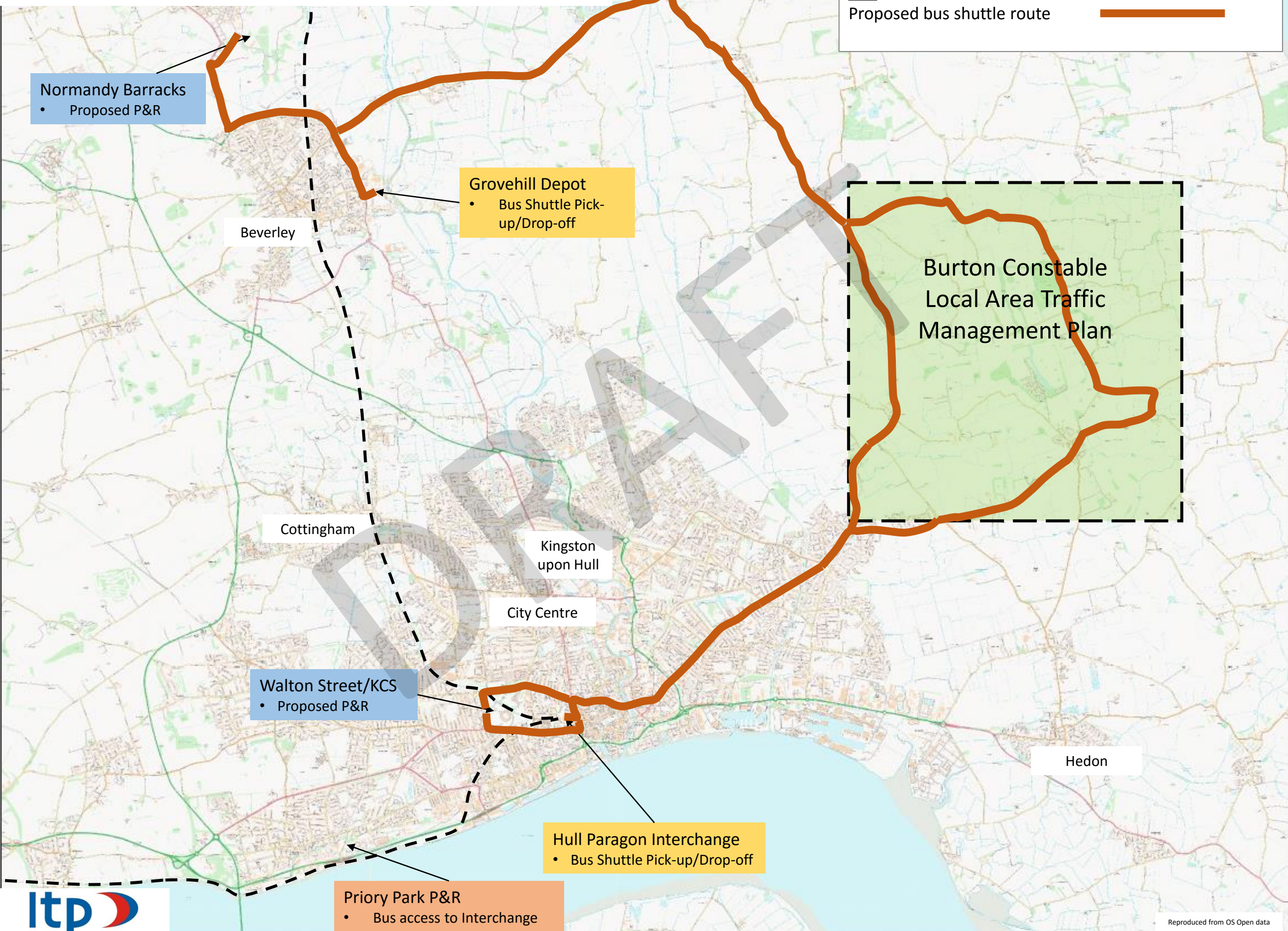
Prepared for **Hull 2017** by Local Transport Projects Ltd

General Arrangements

- **Figure 1** outlines the key travel arrangements in relation to the event site.
- There is no parking at the event for ticket holders except for Blue Badge holders (with a ticket) and special guests (by invitation).
- It is envisaged that the large proportion of ticket holders will be transported to/from the event by shuttle buses operating from designated pick-up points and temporary Park & Ride facilities.
- Vehicular access to the event will be by authorised vehicles only including:
 - Bus shuttle services operating from Hull Paragon Interchange, Walton Street/KC Stadium (P&R), Grovehill Depot, Beverley (Drop-off/Pick-up) and Normandy Barracks Leconfield (P&R).
 - Taxis and Private Hire Vehicles carrying ticket holders (AM).
 - Blue badge holders (with ticket)
 - Special guests (by invitation)
 - Operational and Production vehicles
 - Artistes vehicles
 - Emergency services vehicles
 - Local Residents (by permit)
- Bus shuttle transport from the event will be facilitated by a temporary bus station located adjacent to the main event area.
- There are no suitable walking or cycling routes to the event and “drop-offs” near to the event need to be discouraged through clear messaging prior to the event and traffic regulation/visible enforcement on the event days.
- A Local Area Traffic Management Plan (LATMP) will be implemented in and around Burton Constable and surrounding villages to manage both access to the event and parking/waiting/stopping activities on surrounding roads.

Figure 1: Radio 1 Big Weekend Transport Plan: General Arrangement

KEY
Proposed bus shuttle route 



Proposed Shuttle Bus Operations

It is proposed that Shuttle Bus services will operate from:

- **Hull Paragon Interchange (see Figure 2)** – operating the shuttle service from this location allows and encourages arrivals by rail, local-bus and by foot. In addition the proximity to the City Centre provides an opportunity for ticket holders to park in local car parks for the day with additional parking available at the Priory Park Park & Ride which has services running directly to the interchange. Further arrivals are envisaged through drop-offs adjacent to the Interchange. It is estimated that 9,600 ticket holders will use the Hull Paragon Interchange service. The two-way travel time to the event is 75 minutes.
- **Rail arrangements** - Agreement in principal has been reached with Network Rail, Rail Operators, Hull CC and local bus operators regarding the use of Hull rail station and Interchange to facilitate transport to the event including keeping the station/interchange open until post-event shuttle bus operations are complete (est. 01:30). In addition, there is an agreement in principal regarding operating an increased capacity and extended rail service to facilitate ticket holders travelling both north (i.e. Driffield, Bridlington) and west (i.e. Brough, Goole, Doncaster) from Hull.
- **Walton Street/KC Stadium P&R (see Figure 3)** – agreement has been reached with Hull CC/NPS Humber regarding the use of Walton Street over the Big Weekend and KC Stadium have provided agreement in principal regarding using their adjacent stadium car park. Together this facility would provide some 1,700 car parking spaces with the potential to provide for 3,400 ticket holders. The location of the “Pick-up/Drop-off” area is yet to be agreed but the local road network adjacent to and within the stadium provides opportunities to provide a suitable facility. The two-way travel time to the event is 90 minutes.
- **Normandy Barrack Leconfield (see Figure 4)** – agreement has been reached with Defence School of Transport to use their site at Leconfield for a Park & Ride facility. The Park & Ride would be located on the hardstand areas that make up the runways. It has the potential to provide for significant numbers of ticket holders. Minor improvement works to Grange Road required as this will be the entry/exit route for cars. Temporary security fencing, signing and lighting will be required for the site. The two-way travel time to the event is 87 minutes.
- **Grovehill Depot, Beverley (see Figure 5)** – agreement has been reached with ERYC to use their vacant Grovehill Depot site in Beverley as a “Pick-up/Drop-off” area. The site is located approximately 1.5 miles (30 minutes walk time) from Beverley town centre. There will be no provision for car parking at the site and ticket holder will be encouraged to either travel by foot or be dropped off/picked-up by car. The area will need to be cleared and have some minor improvement works to put it into operation. It is envisaged that some 1,150 ticket holders will use the facility. The two-way travel time to the event is 76 minutes.
- All estimated travel times include an allowance of 10 minutes boarding, 5 minutes alighting and 10% contingency.

Proposed Shuttle Bus Route Details

The numbers of ticket holders, travel distances and estimated travel times for the proposed bus shuttle operations is provided below.

		Hull Interchange	Walton Street/KC Stadium	Normandy Barracks	Grovehill	Total
Demand		9,651	3,223	7,631	1,156	21,660
Assumed bus occupancy	70	70	70	70	70	
Estimated shuttle route length (miles)	Out*	13.4	14.5	21	13.9	
	In*	10.5	11.5	15.8	17.3	
	Total	23.9	26	36.8	31.2	
Estimated bus journey time (Google) (mins)		54	70	64	54	
Estimated loading time (mins)	10	10	10	10	10	
Estimated alighting time (mins)	5	5	5	5	5	
Contingency (10%)	10%	6.9	8.5	7.9	6.9	
Journey time (mins)**		75.9	93.5	86.9	75.9	

* Direction based on “entry phase” operations

** All estimated travel times include an allowance of 10 minutes boarding, 5 minutes alighting and 10% contingency.

Proposed Shuttle Bus Operations – Summary

To be updated to include Grovehill

Entry Phase

Exit Phase

Outbound Journey Summary - Interchange				
Bus IDs	No of Buses	Round trips	Trip mileage	Total Mileage per bus
1 - 28	28	4	24	96
29 - 56	28	3	24	72
Outbound Journey Summary - Hedon P&R				
Bus IDs	No of Buses	Round trips	Trip mileage	Total Mileage per bus
57 - 84	28	4	19	76
Outbound Journey Summary - Craven Park				
Bus IDs	No of Buses	Round trips	Trip mileage	Total Mileage per bus
85 - 98	14	4	19	75
Outbound Journey Summary - Walton St.				
Bus IDs	No of Buses	Round trips	Trip mileage	Total Mileage per bus
99 - 116	18	4	26	104

Return Journey Summary - Interchange				
Bus IDs	No of Buses	Round trips	Trip mileage	Total Mileage per bus
1 - 21;36;37;38;39	25	3	24	72
22	1	6	24	144
23	1	5	24	120
24	1	4	24	96
25-77 (except 36-39)	49	2	24	48
Return Journey Summary - Hedon P&R				
Bus IDs	No of Buses	Round trips	Trip mileage	Total Mileage per bus
78-81;98-101	8	3	19	57
82	1	6	19	114
83	1	5	19	95
84	1	4	19	76
85 - 117	33	2	19	38
Return Journey Summary - Craven Park				
Bus IDs	No of Buses	Round trips	Trip mileage	Total Mileage per bus
118;119;128-131	6	3	19	56
120	1	6	19	114
121	1	5	19	95
122	1	4	19	76
123-139 (except 128-131)	13	2	19	38
Return Journey Summary - Walton St.				
Bus IDs	No of Buses	Round trips	Trip mileage	Total Mileage per bus
140-160;164;165	23	2	26	52
161	1	6	26	156
162	1	5	26	130
163	1	3	26	78
166-175	10	1	26	26

Operation modelling for entry phase is based on typical anticipated Saturday/Sunday arrival profiles.

Operation modelling for exit phase is based on the anticipated Sunday departures and is considered to represent the heaviest demand profile.

Proposed Shuttle Bus Operations (Entry Phase)

To be updated to include Grovehill

Radio 1 Big Weekend Hull_Bus Arrivals-v7

		Departure point and arrival bay number															
		12,100 passengers Hull Interchange - 75min roundtrip						7,000 passengers Hedon-65mins				3,000 Craven Park-65		3,400 Walton St-85mins			
ARRIVAL TIMES		Bay 1	Bay 2	Bay 3	Bay 4	Bay 5	Bay 6	Bay 7	Bay 8	Bay 9	Bay 10	Bay 11	Bay 12	Bay 13	Bay 14	Bay 15	Bay 16
	09:30:00	1	2	3	4	5	6	7	57	58	59	60	85	86	99	100	
	09:40:00	8	9	10	11	12	13	14	61	62	63	64	87	88	101	102	
	09:50:00	15	16	17	18	19	20	21	65	66	67	68	89	90	103	104	
	10:00:00	22	23	24	25	26	27	28	69	70	71	72	91	92	105	106	
	10:10:00	29	30	31	32	33	34	35	73	74	75	76	93	94	107	108	
	10:20:00	36	37	38	39	40	41	42	77	78	79	80	95	96	109	110	
	10:30:00	43	44	45	46	47	48	49	81	82	83	84	97	98	111	112	
	10:40:00	50	51	52	53	54	55	56	57	58	59	60	85	86	113	114	
	10:50:00	1	2	3	4	5	6	7	61	62	63	64	87	88	115	116	
gates open	11:00:00	8	9	10	11	12	13	14	65	66	67	68	89	90	99	100	
	11:10:00	15	16	17	18	19	20	21	69	70	71	72	91	92	101	102	
	11:20:00	22	23	24	25	26	27	28	73	74	75	76	93	94	103	104	
	11:30:00	29	30	31	32	33	34	35	77	78	79	80	95	96	105	106	
	11:40:00	36	37	38	39	40	41	42	81	82	83	84	97	98	107	108	
	11:50:00	43	44	45	46	47	48	49	57	58	59	60	85	86	109	110	
stages open	12:00:00	50	51	52	53	54	55	56	61	62	63	64	87	88	111	112	
	12:10:00	1	2	3	4	5	6	7	65	66	67	68	89	90	113	114	
	12:20:00	8	9	10	11	12	13	14	69	70	71	72	91	92	115	116	
	12:30:00	15	16	17	18	19	20	21	73	74	75	76	93	94	99	100	
	12:40:00	22	23	24	25	26	27	28	77	78	79	80	95	96	101	102	
	12:50:00	29	30	31	32	33	34	35	81	82	83	84	97	98	103	104	
	13:00:00	36	37	38	39	40	41	42	57	58	59	60	85	86	105	106	
	13:10:00	43	44	45	46	47	48	49	61	62	63	64	87	88	107	108	
	13:20:00	50	51	52	53	54	55	56	65	66	67	68	89	90	109	110	
15% capacity	13:30:00	1	2	3	4	5	6	7	69	70	71	72	91	92	111	112	
	13:40:00	8	9	10	11	12	13	14	73	74	75	76	93	94	113	114	
	13:50:00	15	16	17	18	19	20	21	77	78	79	80	95	96	115	116	
	14:00:00	22	23	24	25	26	27	28	81	82	83	84	97	98			

Proposed Shuttle Bus Operations (Exit Phase)

To be updated to include Grovehill

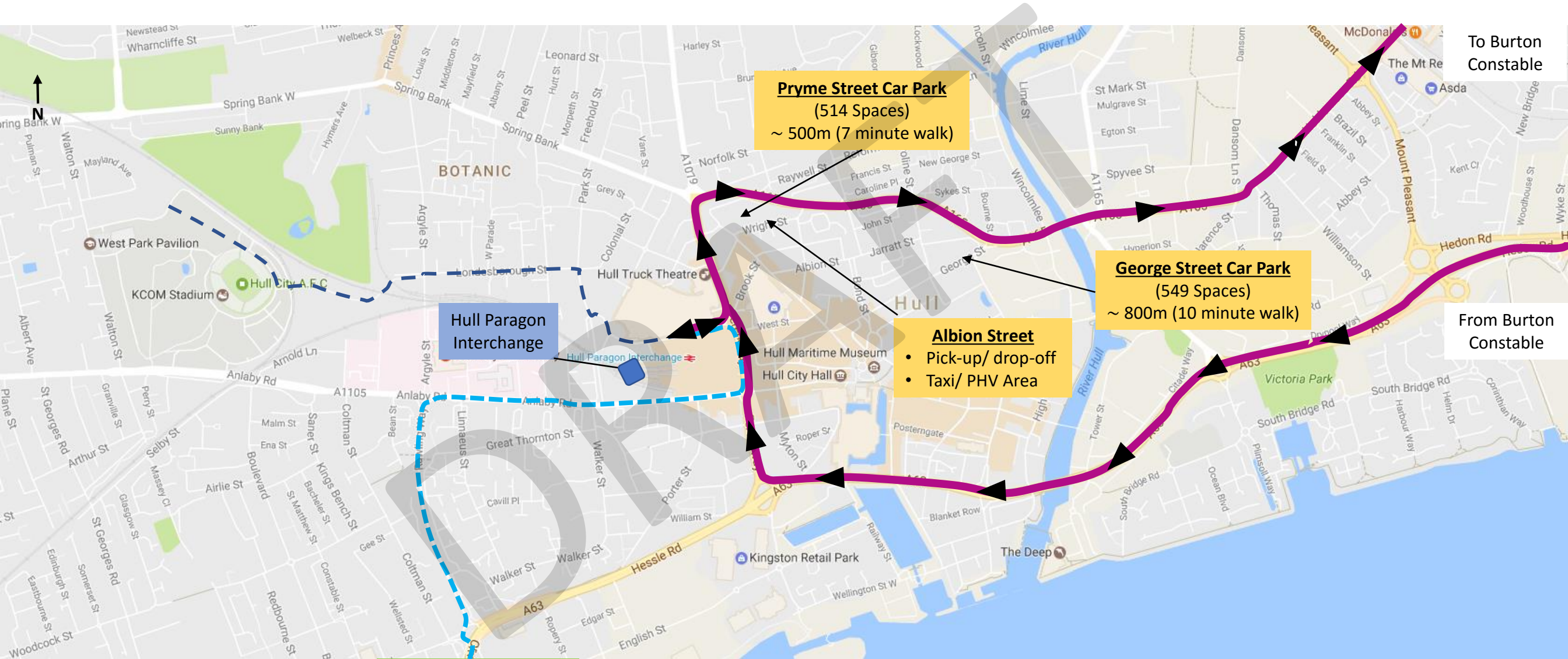
Radio 1 Big Weekend Hull_Bus Departures-v7

		Destination and bay number																
		12,100 passengers - 24 miles round trip Hull Interchange - 75min roundtrip						7,000 passengers - 19 miles Hedon-65mins				3000 - 19 miles Craven Park-65		3400 - 26 miles Walton St-85mins				
		Bay 1	Bay 2	Bay 3	Bay 4	Bay 5	Bay 6	Bay 7	Bay 8	Bay 9	Bay 10	Bay 11	Bay 12	Bay 13	Bay 14	Bay 15	Bay 16	
hourly	14:00:00		22							82				120			161	
	15:00:00		23							83				121			162	
	16:00:00		22							82				120			161	
30 mins service	17:00:00		23							83				121			162	
	17:30:00		22							82				120			161	
	18:00:00		24							84				122			163	
	18:30:00		23							83				121			162	
	19:00:00		22							82				120			161	
	19:30:00		24							84				122			163	
20 mins service	20:00:00		36							98				128			162	
	20:20:00		37							99				129			161	
	20:40:00		38							100				130			164	
	21:00:00		39							101				131			165	
	21:18:00		1	2	3	4	5	6	7	78	79	80	81	118	119	140	141	142
21:25:00		8	9	10	11	12	13	14	82	83	84	85	120	121	143	144	145	
21:32:00		15	16	17	18	19	20	21	86	87	88	89	122	123	146	147	148	
21:39:00		22	23	24	25	26	27	28	90	91	92	93	124	125	149	150	151	
21:46:00		29	30	31	32	33	34	35	94	95	96	97	126	127	152	153	154	
21:53:00		36	37	38	39	40	41	42	98	99	100	101	128	129	155	156	157	
main stage closes	22:00:00		43	44	45	46	47	48	49	102	103	104	105	130	131	158	159	160
	22:07:00		50	51	52	53	54	55	56	106	107	108	109	132	133	161	162	163
	22:14:00		57	58	59	60	61	62	63	110	111	112	113	134	135	164	165	166
	22:21:00		64	65	66	67	68	69	70	114	115	116	117	136	137	167	168	169
	22:28:00		71	72	73	74	75	76	77	78	79	80	81	138	139	170	171	172
	22:35:00		1	2	3	4	5	6	7	82	83	84	85	118	119	173	174	175
full service	22:42:00		8	9	10	11	12	13	14	86	87	88	89	120	121			
	22:49:00		15	16	17	18	19	20	21	90	91	92	93	122	123	140	141	142
	22:56:00		22	23	24	25	26	27	28	94	95	96	97	124	125	143	144	145
	23:03:00		29	30	31	32	33	34	35	98	99	100	101	126	127	146	147	148
	23:10:00		36	37	38	39	40	41	42	102	103	104	105	128	129	149	150	151
	23:17:00		43	44	45	46	47	48	49	106	107	108	109	130	131	152	153	154
	23:24:00		50	51	52	53	54	55	56	110	111	112	113	132	133	155	156	157
	23:31:00		57	58	59	60	61	62	63	114	115	116	117	134	135	158	159	160
	23:38:00		64	65	66	67	68	69	70	102	103	104	105	136	137			
	23:45:00		71	72	73	74	75	76	77	106	107	108	109	138	139			
	23:52:00		1	2	3	4	5	6	7	110	111	112	113	118	119			
	23:59:00		8	9	10	11	12	13	14	114	115	116	117					
	00:06:00		15	16	17	18	19	20	21	78	79	80	81					

Figure 2: Hull Paragon Interchange Shuttle Bus Operation

Estimated ticket holders using facility: **9,600**

Two-way journey time to event: 75 minutes



Pryme Street Car Park
 (514 Spaces)
 ~ 500m (7 minute walk)

George Street Car Park
 (549 Spaces)
 ~ 800m (10 minute walk)

Albion Street
 • Pick-up/ drop-off
 • Taxi/ PHV Area

Hull Paragon Interchange

To Burton
Constable

From Burton
Constable

To/ From Prory Park
 Park and Ride
 (580 spaces)
 10-15 minute
 frequency
 13 minute travel time

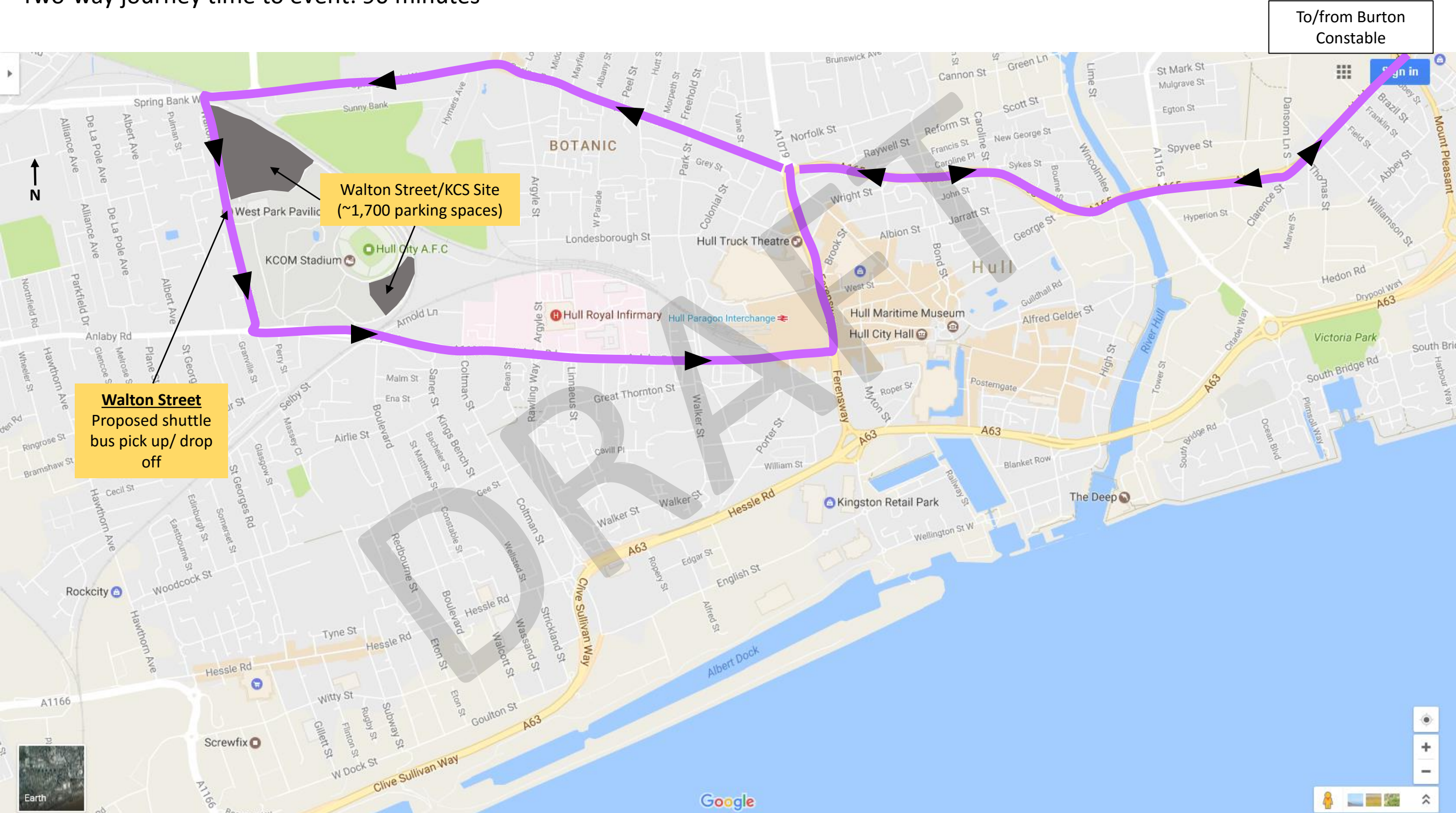
KEY

- Proposed bus shuttle route
- Direction of shuttle bus
- Prory Park Park & Ride Route (existing)

Figure 3: Proposed Park & Ride, Walton Street/KC Stadium, Hull

Estimated ticket holders using facility: **3,200**

Two-way journey time to event: 90 minutes



KEY

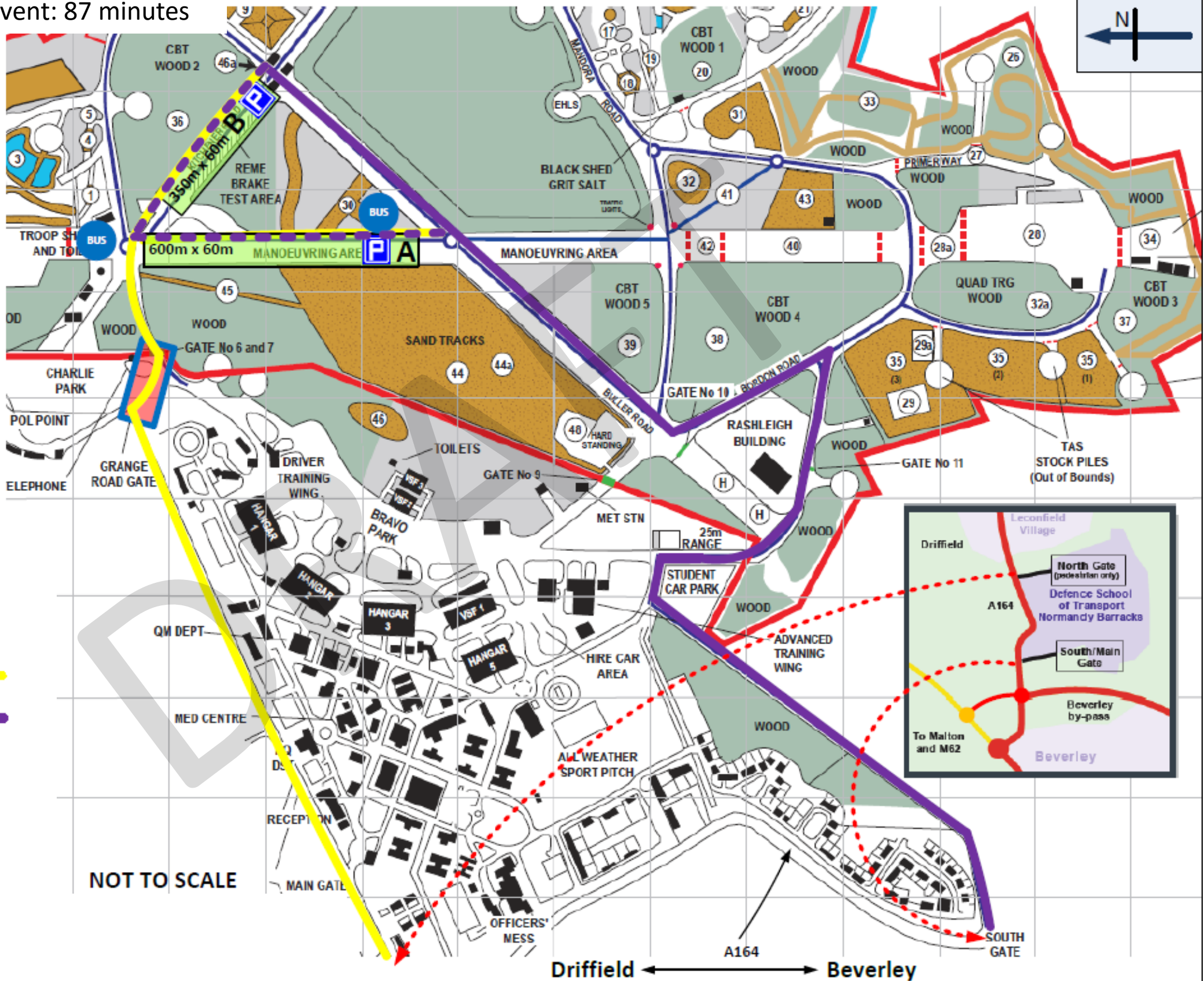
Proposed bus shuttle route

Direction of shuttle bus

Figure 4: Proposed Park & Ride, Normandy Barracks Site

Estimated ticket holders using facility: 7,600

Two-way journey time to event: 87 minutes



- Key:
- Parking capacity potential:
- Zone A – 1200
 - Zone B – 700
- Private car route
- Bus route
- Bus Stop
- Security fence zone

Note:

Parking bay dimensions:

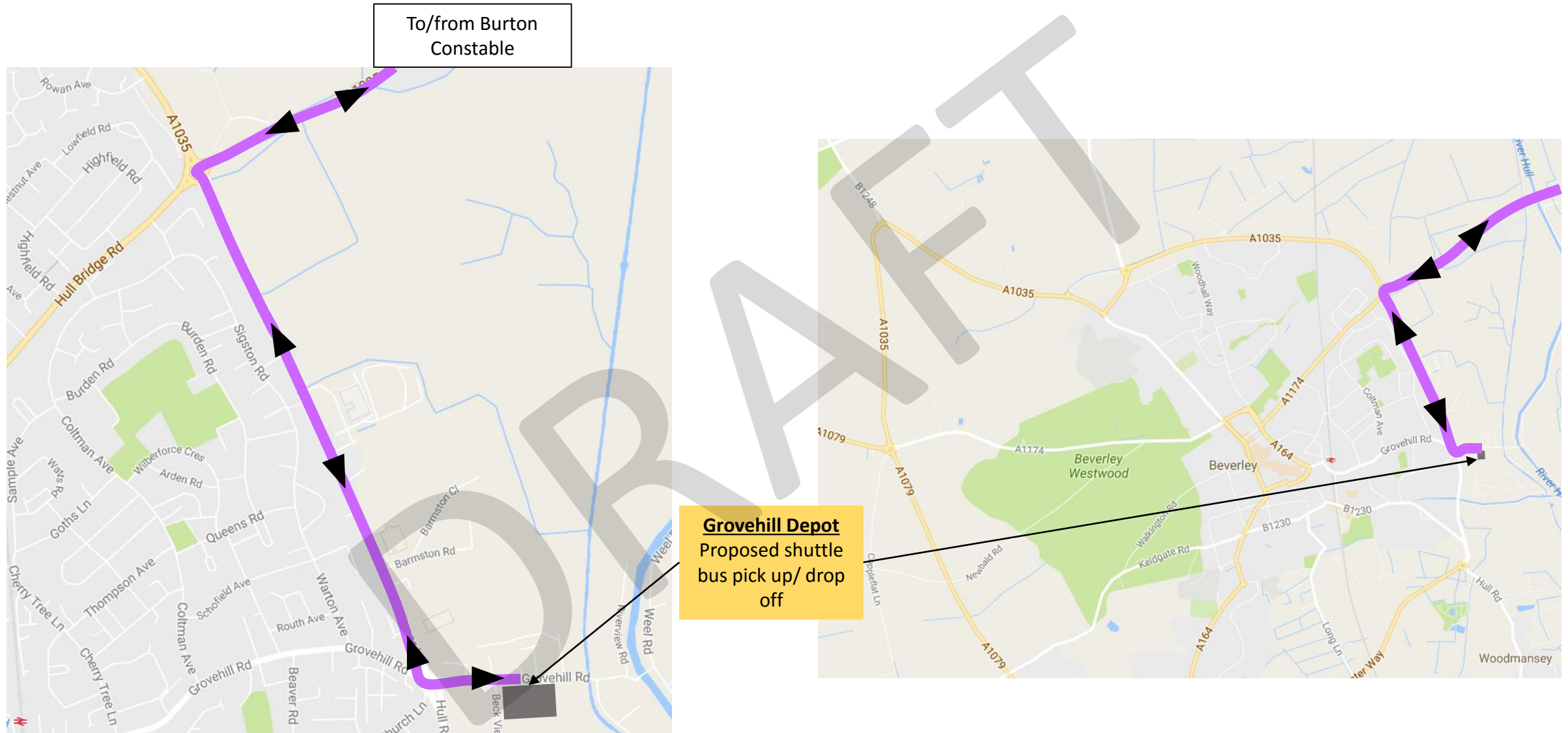
Width 2.5m Length 4.8m transit



Figure 5: Proposed Drop-off/Pick-up Grovehill, Beverley

Estimated ticket holders using facility: **1,150**

Two-way journey time to event: 76 minutes



Proposed Local Area Traffic Management Plan (LATMP)

Figure 6 illustrates the general arrangement of the LATMP at the Burton Constable event site that includes the following elements:

Authorised vehicle route

- Access to the event will be principally via the authorised vehicle route that runs north to south through the site with an entry point on the A165 south of Skirlaugh and an exit point on the B1238 east of Sproatley. This routing provides the best arrangement to accommodate vehicle checking during the “entry phase” and reduces the impact of heavy and potentially queuing traffic in Sproatley on the Saturday and Sunday morning. A disadvantage of this direction of operation is that it introduces a cross-over movement for buses using the temporary bus station at the event.
- This route will operate in a north to south direction at all times during the event with the exception of the exit phase when it will operate south to north as shown in **Figure 7**. The switch to south-north will take place between 14:00 and 14:30 during which time the road will be closed for all event traffic except for the traffic management contractor and emergency services. South-north operation will come into operation at 14:30 and remain in operation until the completion of the “exit phase” at around mid-night. The reason for this switch in direction is to remove the bus cross-over movement at the temporary bus station that will improve the performance and efficiency of the “exit phase” bus operation.
- The operation of the switch over will need to be reflected in signing proposals, communication strategy and information issued to operational/production/artiste traffic.
- The section of the authorised vehicle route between the A165 and New Ellerby will have two-way operation to support access for local residents.
- The remainder of the route between will operate one-way as described above. This section of the route between New Ellerby and B1238 will be closed to all traffic with the exception of authorised vehicles including local residents. This closure will be in place for the duration of the event and also potentially during both the Build and Break periods prior to and following the event.
- The road closure will require a Temporary Traffic Regulation Order (TTRO).

Vehicle check area and un-authorised vehicle exit route

- This will operate immediately south of New Ellerby and function to identify and re-direct un-authorised vehicles attempting to enter the event. It is envisaged that this would largely consist of ticket holders looking to be dropped off at or close to the event.
- Where un-authorised vehicles are identified they will be re-directed away from the site via the designated exit route back to the A165 via Old Ellerby and Coniston.

Control Points

- Marshalled control points are proposed at each potential entry/exit point to the event and effected local roads. The control points are principally provided to prevent access by un-authorised vehicles whilst allowing access for local residents who have been provided with an access permit.

Proposed Local Area Traffic Management Plan (LATMP) continued...

Temporary Bus Station and Taxi/PHV area

- The temporary bus station is located adjacent to the authorised vehicle route at Burton Constable Hall and will facilitate bus shuttle operations at the event. The design of the temporary bus station is under development.
- A Taxi/PHV area will be located immediately in front of the temporary bus station to facilitate both Taxi/PHV drop-off and pick-ups at the event.

Production Route

- During the event, production traffic will enter the event enclosure via an anti-clockwise route via Jackey Lane and a temporary roadway.
- During the Build and Break phase of the event this production/operational route will operate in the opposite (clockwise) direction.

Local Resident Access

- Local residents within the area of the LATMP will be invited, prior to the event, to obtain an access permit to allow them to use the identified local access routes including the authorised vehicle route.
- Access to the local roads will be controlled by marshals at the defined control points.

Blue Badge Holder and Special Guest Route

- The proposed access for Blue Badge Holder and Special Guests is via Park Road, Sproatly and the existing access to the Burton Constable Camping and Caravan site. This remains subject to ERYC agreement.

Clearway

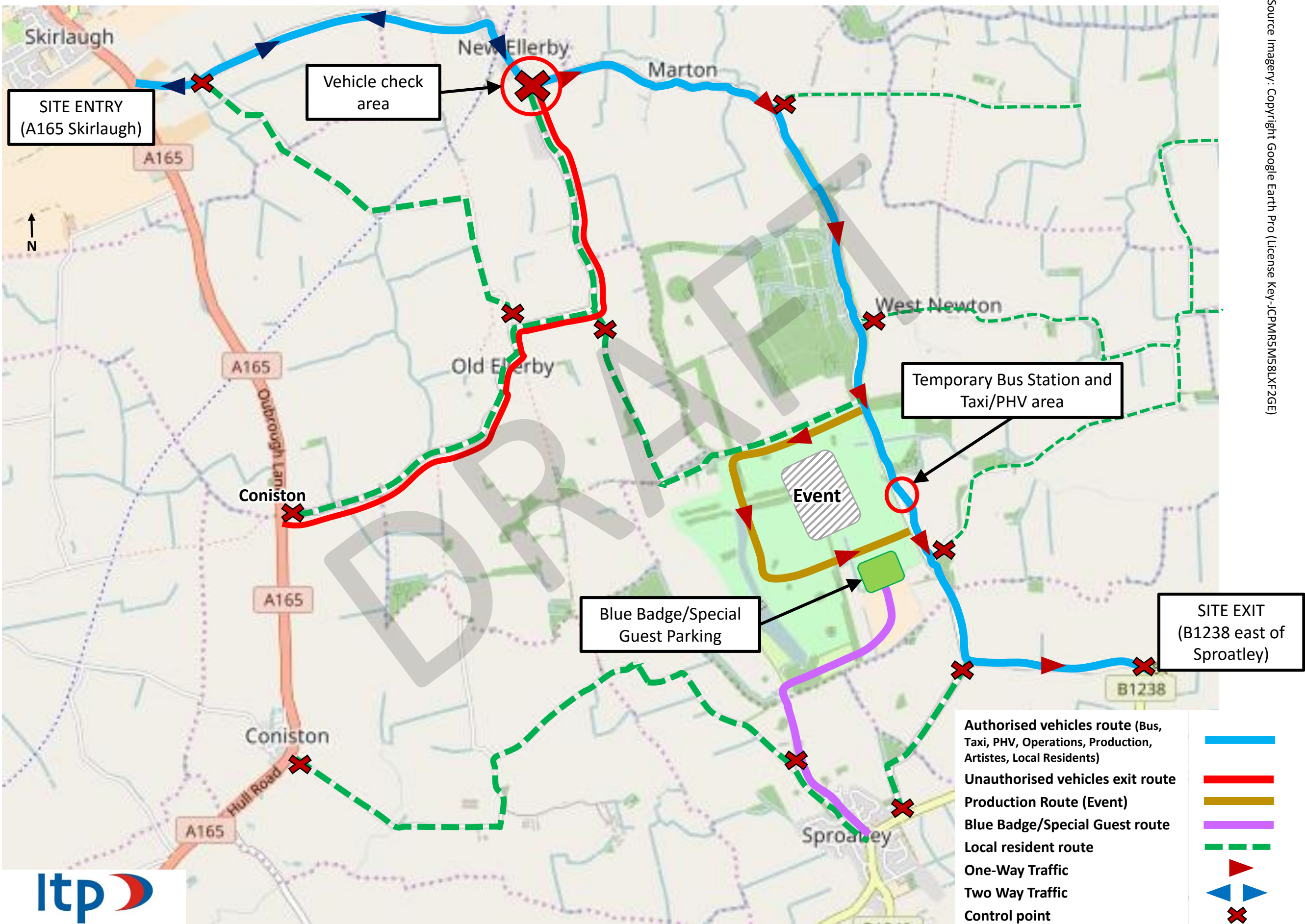
- **Figure 9** identifies the extents of the proposed No Stopping clearway order to be implemented over the duration of the event. The clearway area extends for some 4-5km from the event in order to deter ticket holders from leaving their cars by the roadside and walking to the event. In order to maintain access to local amenities within Sproatley it is proposed to provide some areas of limited parking adjacent to local shops and public houses.

Temporary Traffic Regulation Orders (TTRO)

- A TTRO will be required to facilitate the road closures for the authorised vehicle route between New Ellerby and the B1238 east of Sproatley plus road closure on a number of other local roads. It is likely that this TTRO will be required to facilitate part of the build and break phases prior to and following the event.
- The proposed duration of the order is **Saturday 27th May at 07:00 to Monday 29th May at 12:00 (noon)**. The extended duration of the road closure is to help facilitate the exit of operational/production vehicles.
- A TTRO will be required to facilitate the No Stopping Clearway order etc.. as indicated in **Figures 8 and 9**.
- All TTROs are in the East Riding of Yorkshire Council area.

Figure 6: Burton Constable Local Area Traffic Management Plan : General Arrangement

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Authorized vehicles route (Bus, Taxi, PHV, Operations, Production, Artistes, Local Residents)	
Unauthorised vehicles exit route	
Production Route (Event)	
Blue Badge/Special Guest route	
Local resident route	
One-Way Traffic	
Two Way Traffic	
Control point	

Figure 7: Burton Constable Local Area Traffic Management Plan : Exit Phase

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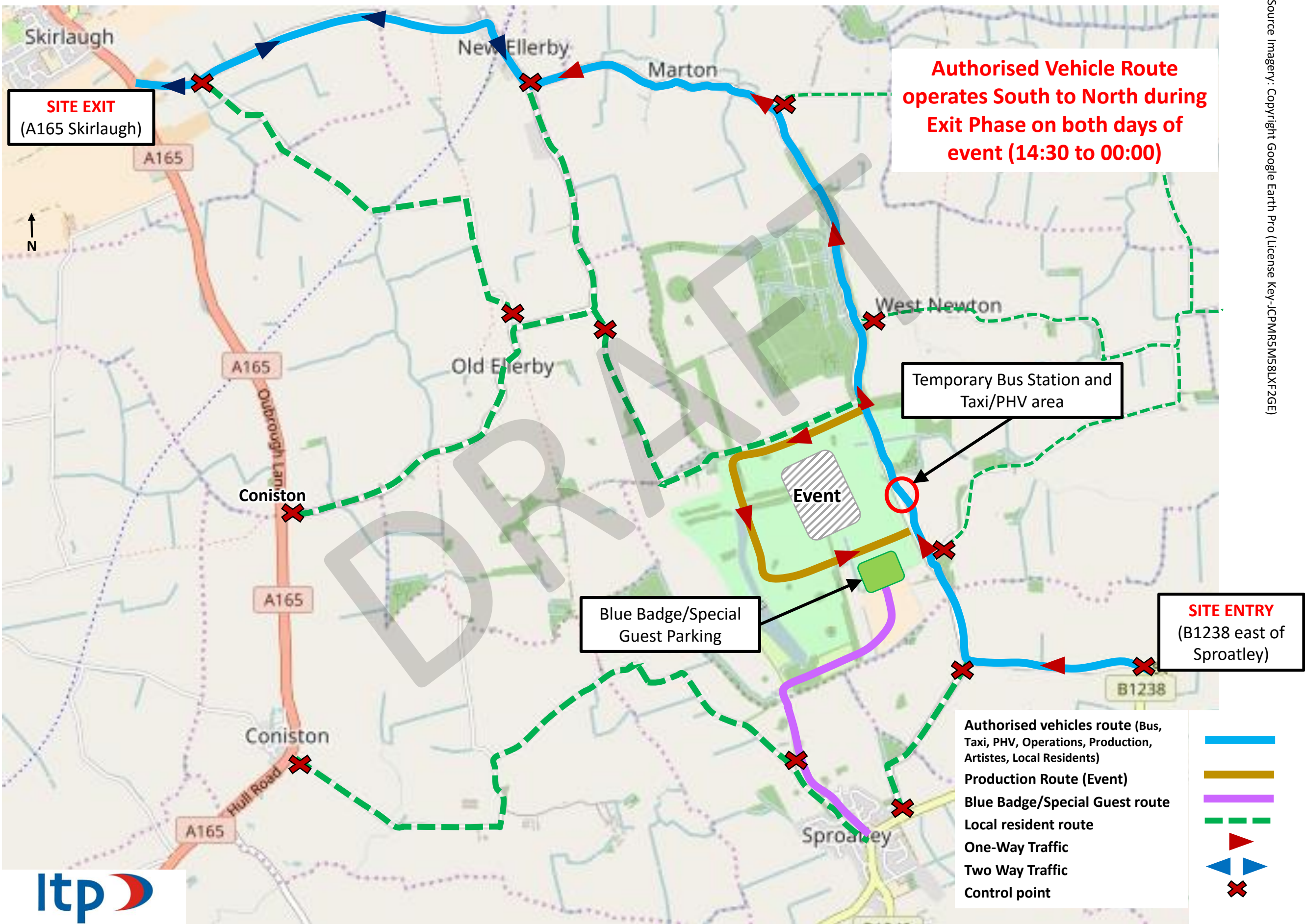
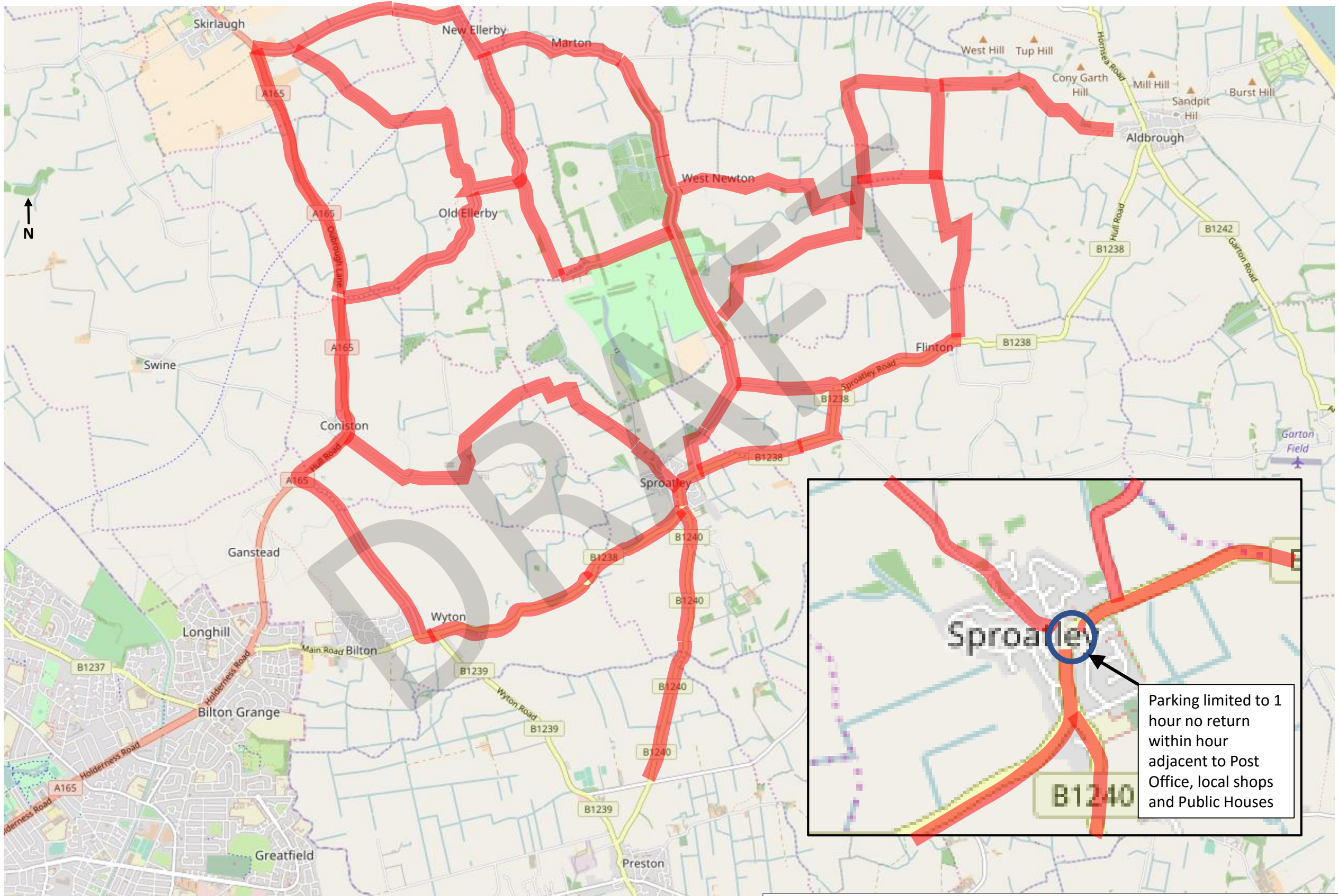


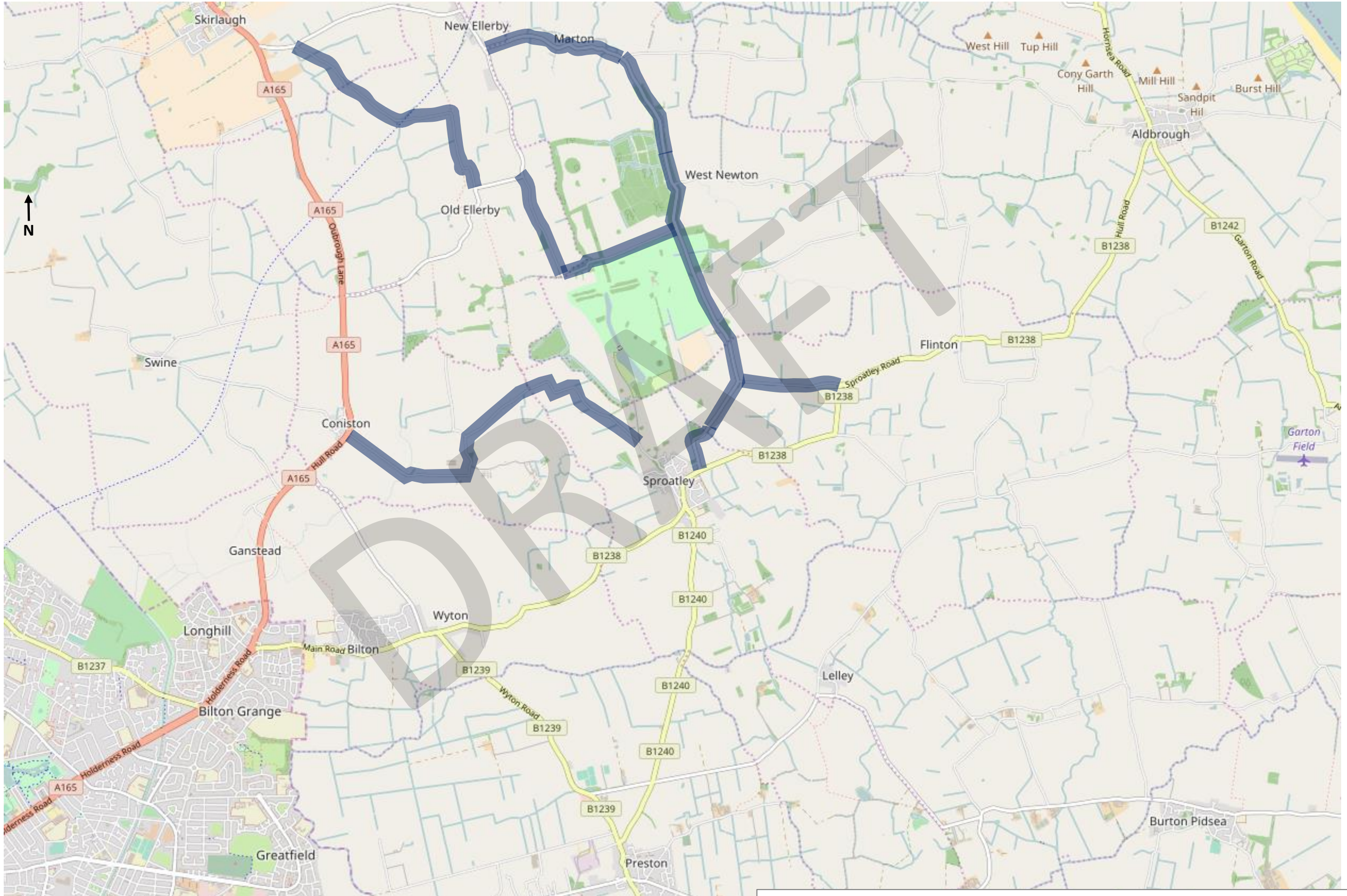
Figure 8: LATMP : Extents of proposed temporary Clearway order



Parking limited to 1 hour no return within hour adjacent to Post Office, local shops and Public Houses

KEY
No Stopping At Any Time 

Figure 9: LATMP : Proposed temporary road closures except for authorised vehicles



KEY

Proposed temporary road closures



Other traffic and transport matters

Proposals to address the following matters are still under development:

- **Drop-offs** – at the event are currently not provided for and any driver attempting to drop-off/pick-up a ticket holder via the authorised vehicle route will be directed away from the site and towards the **Normandy Barracks** P&R from where they can purchase a two-way shuttle bus ticket. This will require a ticket office being provided at the **Normandy Barracks** site.
- **Walking** – to the event is not being promoted due to the large number of authorised vehicles using the main access to the event. Prior public information and the proposed clearway order will go some way to deterring ticket holders from either walking or being dropped off and walking to the event. However, despite these mitigations it is still likely that walking will be attempted by some ticket holders in which case it is proposed that a “sweeper” bus service is operated along the authorised vehicle route to pick up walkers and transport them safely to the event. Once at the event a facility will be available for them to either purchase a shuttle bus ticket or take a taxi/PHV.
- **Cycling** – to the event is not being promoted due to the large number of authorised vehicles using the main access to the event. It is not envisaged that there will be a large number of ticket holders attempting to travel by cycle. Where this does occur they will be permitted to use the authorised vehicle route in the correct direction of travel. Cycle parking at the event will not be provided and cyclists will be advised that any cycles brought onto the site will be wholly at the cycle owners risk.
- **Taxis/PHVs** – a taxi/PHV area will be provided at the site to facilitate drop-offs and potential pick-ups. The facility will not operate as a hackney carriage rank and will be available for both taxi and PHV usage. It is proposed that a fixed tariff for taxi/PHV travel to the event be agreed prior to the event although this is subject to agreement with. A taxi/PHV drop-off location is proposed in the Albion Street car park in Hull to facilitate taxi/PHV movements during the event exit phase on both days.
- **Local Ticket holders** – there is potential that residents of local villages (e.g Sproatley, Marton, New Ellerby) will obtain tickets to the event and it is considered impractical for these residents to travel to the event by shuttle bus. To help facilitate these local movements it is proposed to provide a local pick-up service at the start and finish of the event.
- **Dilapidation Survey** – ERYC will require a dilapidation survey of the authorised vehicle route to be undertaken prior to the event.