

MELBOURNE HALL

Melbourne Hall
Melbourne, Derbyshire

TRANSPORT MANAGEMENT PLAN

V1 12/09/2024

Prepared by Tracsis Events Ltd.

on Behalf of Melbourne Hall.



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Amendments From V1

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SECTION 2 - Venue Information

2.1 - Venue Data & Scope of Works

Location	Melbourne Hall, Melbourne, Derbyshire
Event Dates	TBC
Event Start	TBC
Event Close	TBC
Advanced Signage Date	2 weeks before the Event Date
Signage Install Date	1 day before the Event
Signage Removal Date	1 day after the Event
Type of Event	Misc.
Audience Profile	Mixed Use Venue
License Capacity	5000

Service	Supplier
Event Directional Signage	Tracsis Events Ltd
Traffic Management	Tracsis Events Ltd
Car Parking	Tracsis Events Ltd
External Services	
Supplier	
TBC	TBC

2.3 - Traffic Management Plan Objectives

The maintenance of public safety on the road networks.

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, practicable measures to ensure that the risk to life is minimised. This is also true for those people working at the event. The TMP maintains this objective however in the case of unforeseen or circumstances where risk to life is imminent, all procedures can be overrun by special police emergency powers.

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 network.

Detailed planning of the supporting infrastructure is included with the TMP. This planning is the crucial element in meeting the key objective listed. TRACSIS EVENTS, 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 plan should be suitably robust enough to cope with all anticipated issues raised as a direct result of this event taking place.

Minimise the disruption and impact 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.

Sub-aims and objectives will develop within the plan in line with the requirements.

2.4 - 2024 Site / Arena Plan - TBC

SECTION 3 - Communication

Transport advice will be provided to event visitors as follows.

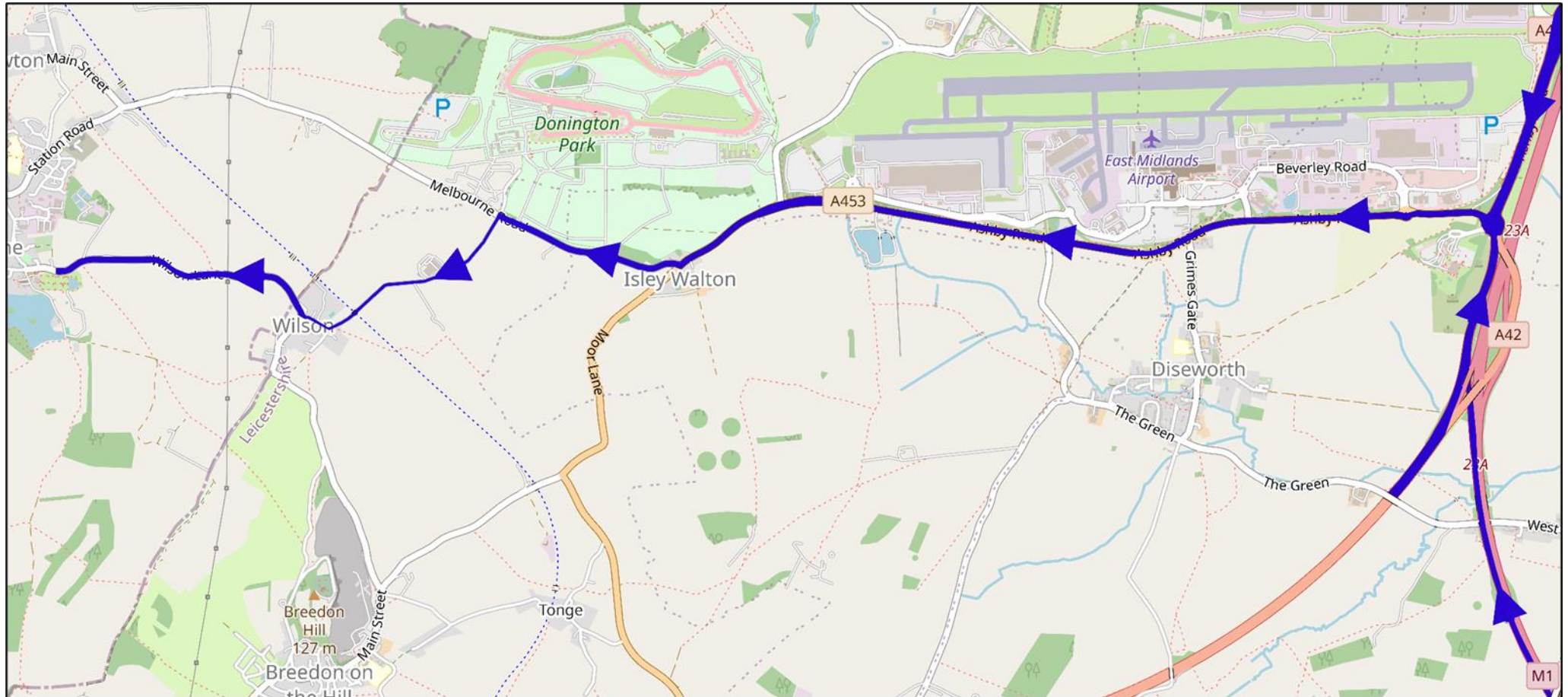
Communicating Advice to Visitors in Advance - The Melbourne Hall website can give event goers information on travelling to the event and many options to do so.

Event Communications Strategy:

1. The hub of all event communications will be directed via event control (EC).
2. On each day of the event, all agencies on site will take part in several daily debriefs. These cover all aspects of the event, including traffic. All issues raised should then be actioned by the relevant agency.
3. Tracsis Events can have a traffic supervisor within event control for busy periods of time that will liaise directly with Local Authority Highways Department, Police, National Highways and event control on any issues arising.

SECTION 4 - Routing

4.1 - Build / Break Traffic

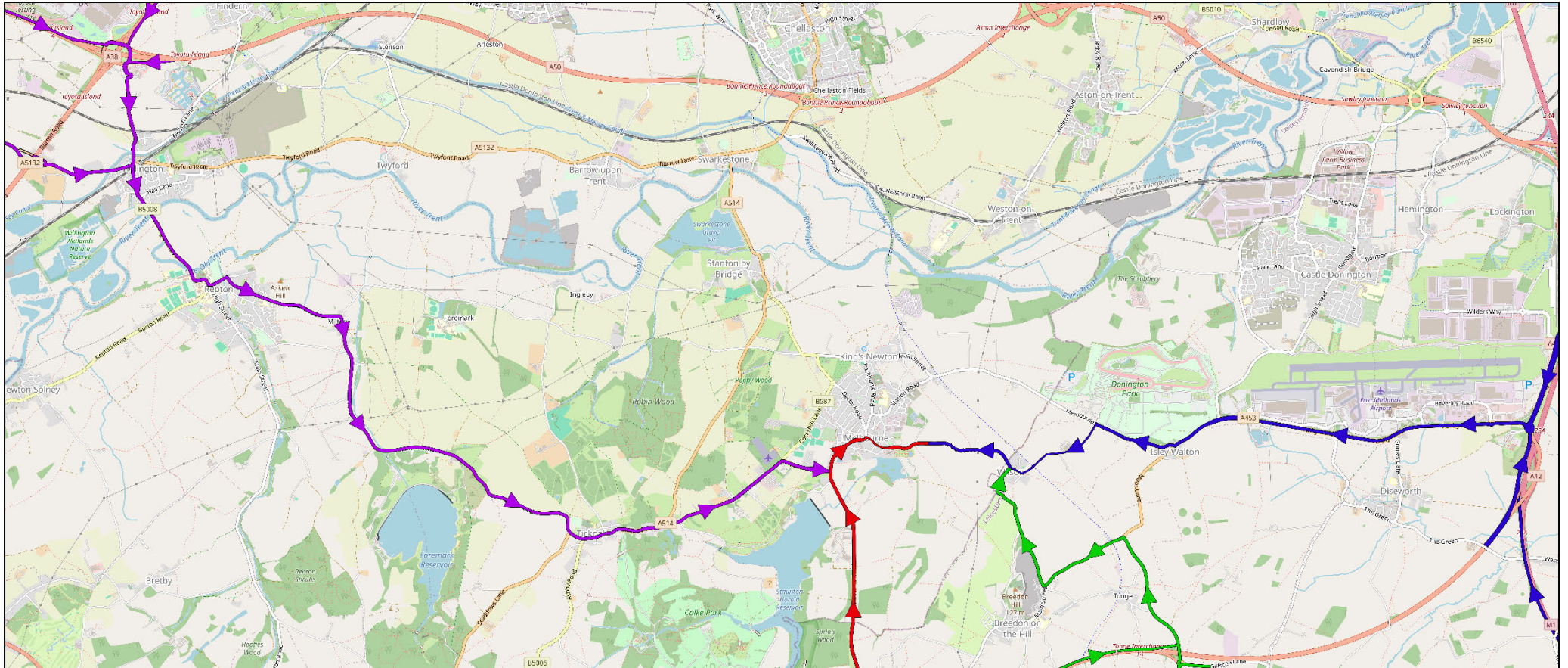


Build and Break

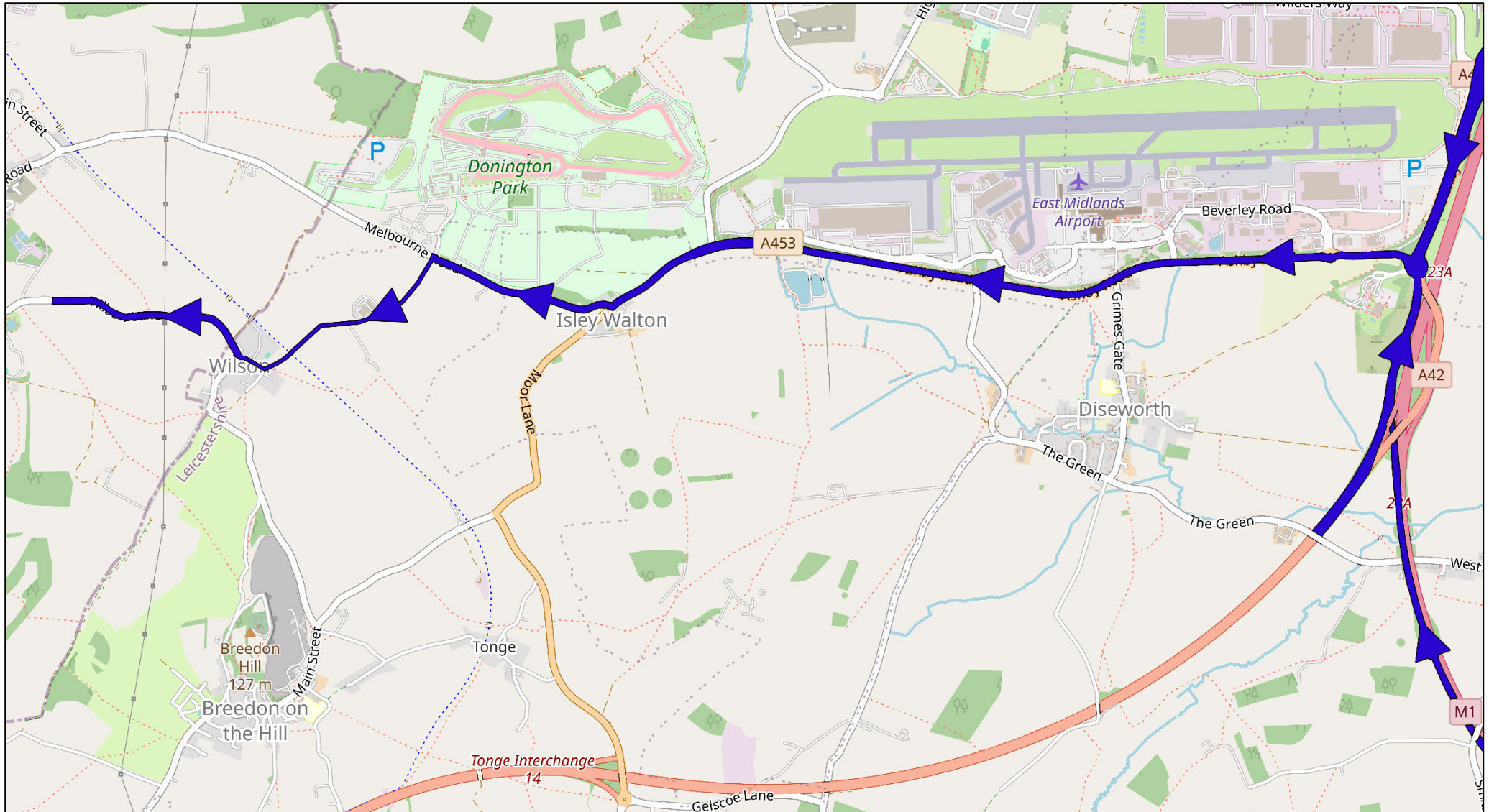
Build and Break traffic are directed as shown above due to the 7.5t weight limit that covers Melbourne and extends onto Blackwell Lane. This route avoids Melbourne itself and minimises the distance vehicles need to travel through the 7.5t restriction to access site.

Tracsis Events Ltd will not be involved in the site Build or Break period. All build/break traffic on site will be controlled by the event organizer internally. All contractors moving around the site must have their own risk assessments and insurance for the vehicles used by them.

4.2 - Route Overview Map



4.2.1 - Blue Route

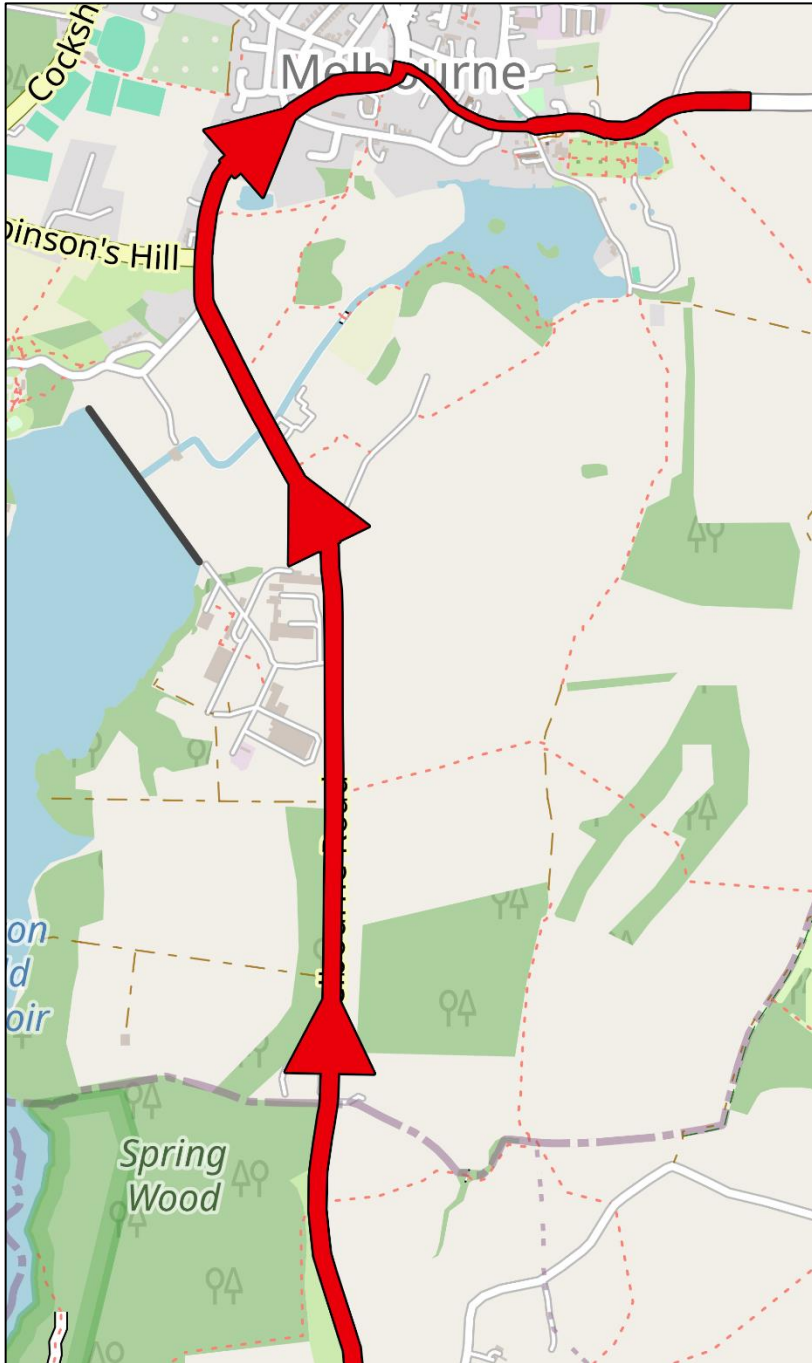


Blue Route

Vehicles travelling from the M1 and the A42 turn onto the A453 before following it to Isley Walton, where they turn right onto Melbourne Road.

From Melbourne Road, traffic turns left onto Slade Lane, before turning right onto Short Hill and right again onto Blackwell Lane, which they then follow to the entrance to the site.

4.2.2 - Red Route

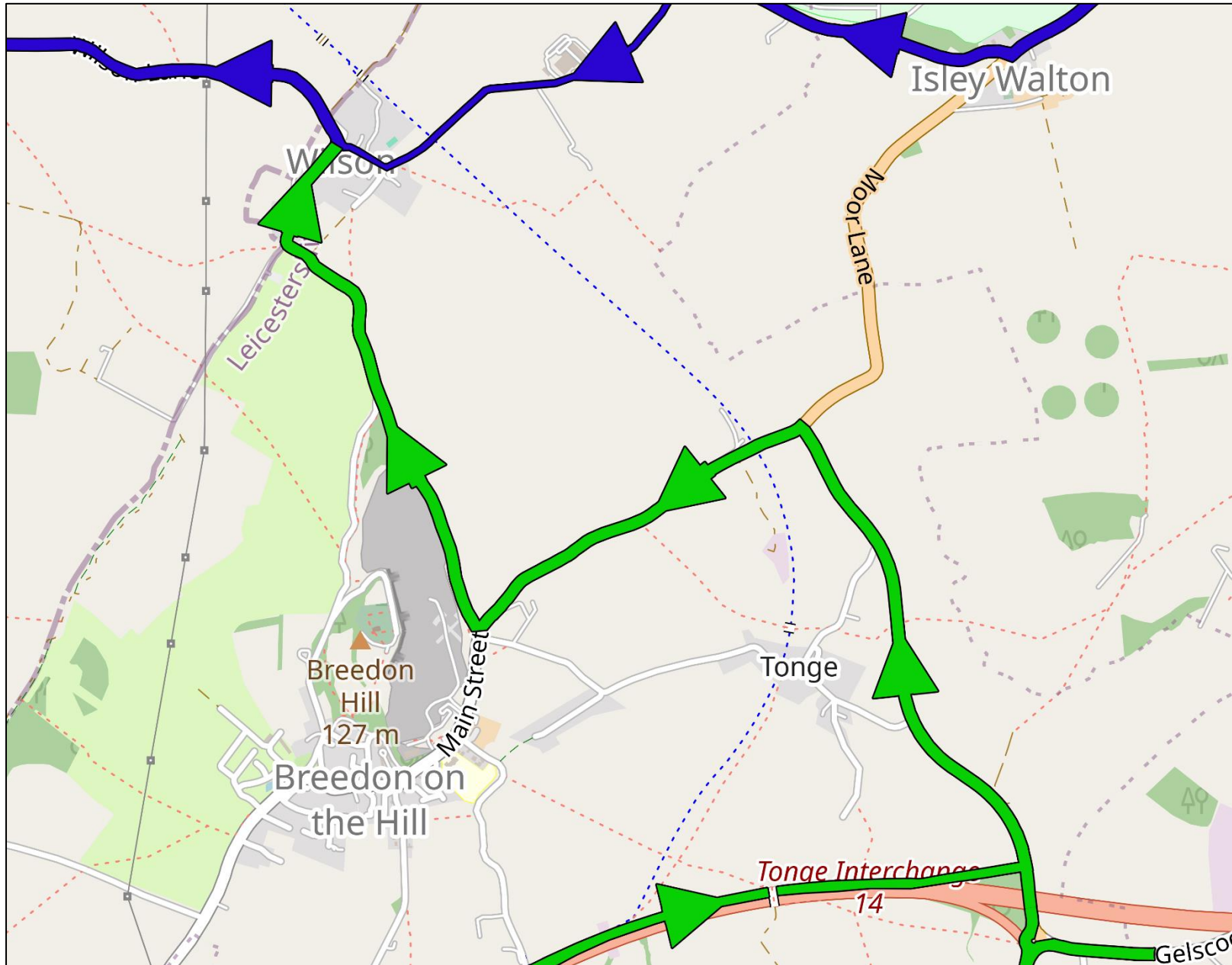


Red Route

Traffic arriving from the direction of Ashby de la Zouch and the A42 Northbound will follow the B587 North to the junction with Ashby Road, where they will continue along Ashby Road, onto High Street before turning right onto Church Street.

Traffic will continue along Church Street onto Blackwell Lane, before turning right into the event site.

4.2.3 - Green Route

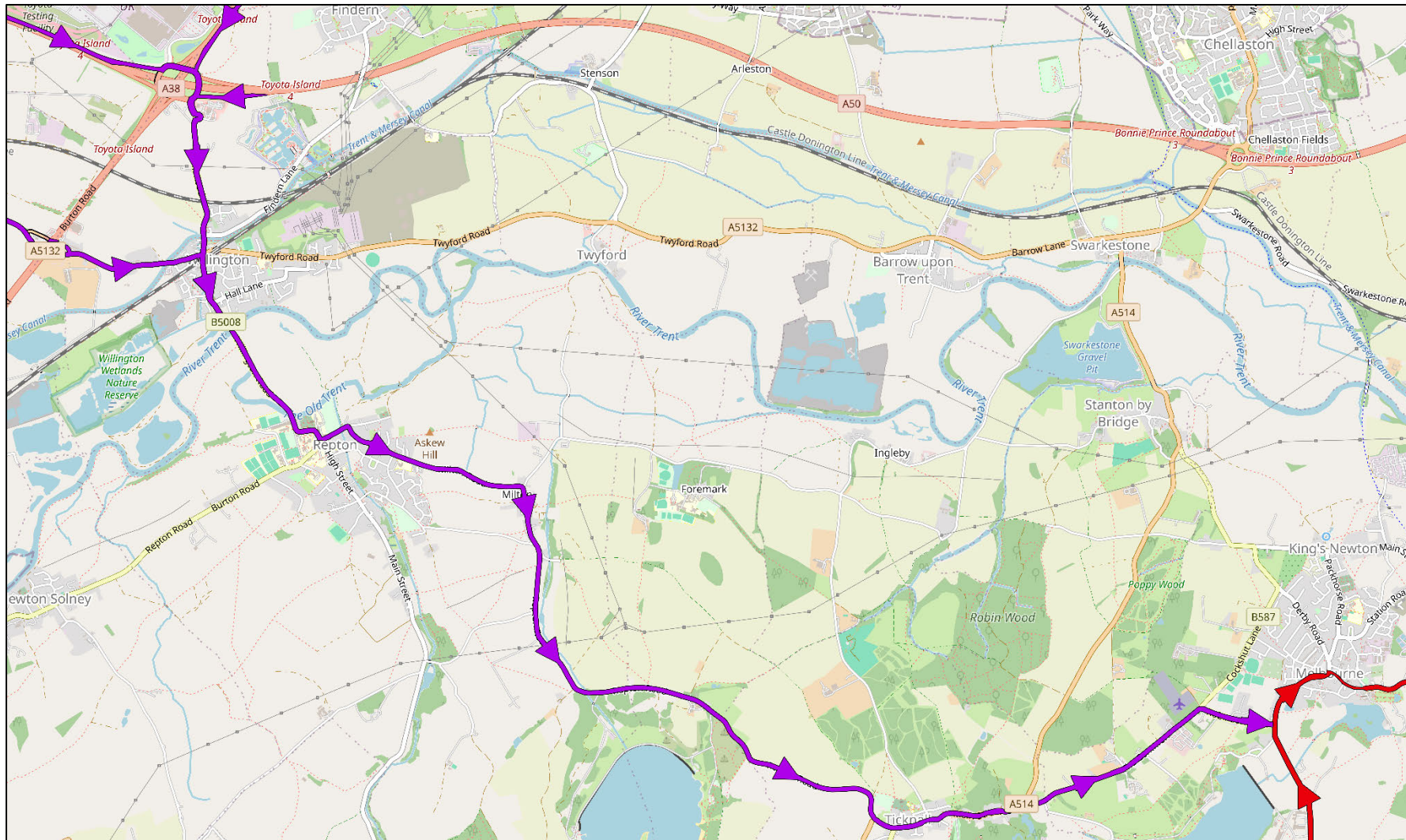


Green Route

Traffic coming from the South and Eastbound along the A42 will turn onto the A453, before following it to the junction of Unnamed Road where they will turn left onto Unnamed Road.

At the junction of Unnamed Road and Main Street, the traffic will turn right onto Main Street. They will follow Main Street to the junction with Short Hill, where they will join the Blue Route on Blackwell Lane.

4.2.4 - Purple Route



Purple Route

Traffic from Derby and the A50 will approach via the B5008 before joining traffic travelling along the A5132, in Willington. Traffic from Willington will follow B5008 Repton Road, southbound before turning left onto Brook End, then right onto Milton Road.

Traffic will follow Milton Road onto Main Street and then follow Repton Road until its junction with A514. Following A514, traffic will turn right onto Melbourne Lane following it onto The Common, before turning right onto Robinson's Hill and from there left onto Ashby Road, where they join the Red Route.

SECTION 5 - Alternative / Public Transport

The document will reference the relevant stakeholders' operating plans and where relevant, the traffic management plan will be adapted to incorporate these individual plans and any additional requirements to support the respective operations.

5.1 - Shuttle Buses

A shuttle bus system could be enacted to operate between the site and Donington Park Circuit, to allow vehicles to park at the circuit and then visitors to be brought to site, in the case of inclement weather.

5.2 - Taxis / Private Hire

Taxis and Private Hire vehicles will only enter the car parks to facilitate visitors of limited mobility. All other Taxis and Private Hire vehicles will utilise the Pickup and Drop off site, north of Blackwell Lane.

5.3 - Drop Off / Pick Up

Drop Off and Pick Up vehicles will enter the Pick-up and Drop off car park, via a vehicle gate off Blackwell Lane at the South-Western corner of the field. Pedestrians will exit the same field via a pedestrian-only gate located at the South-Eastern corner of the field.

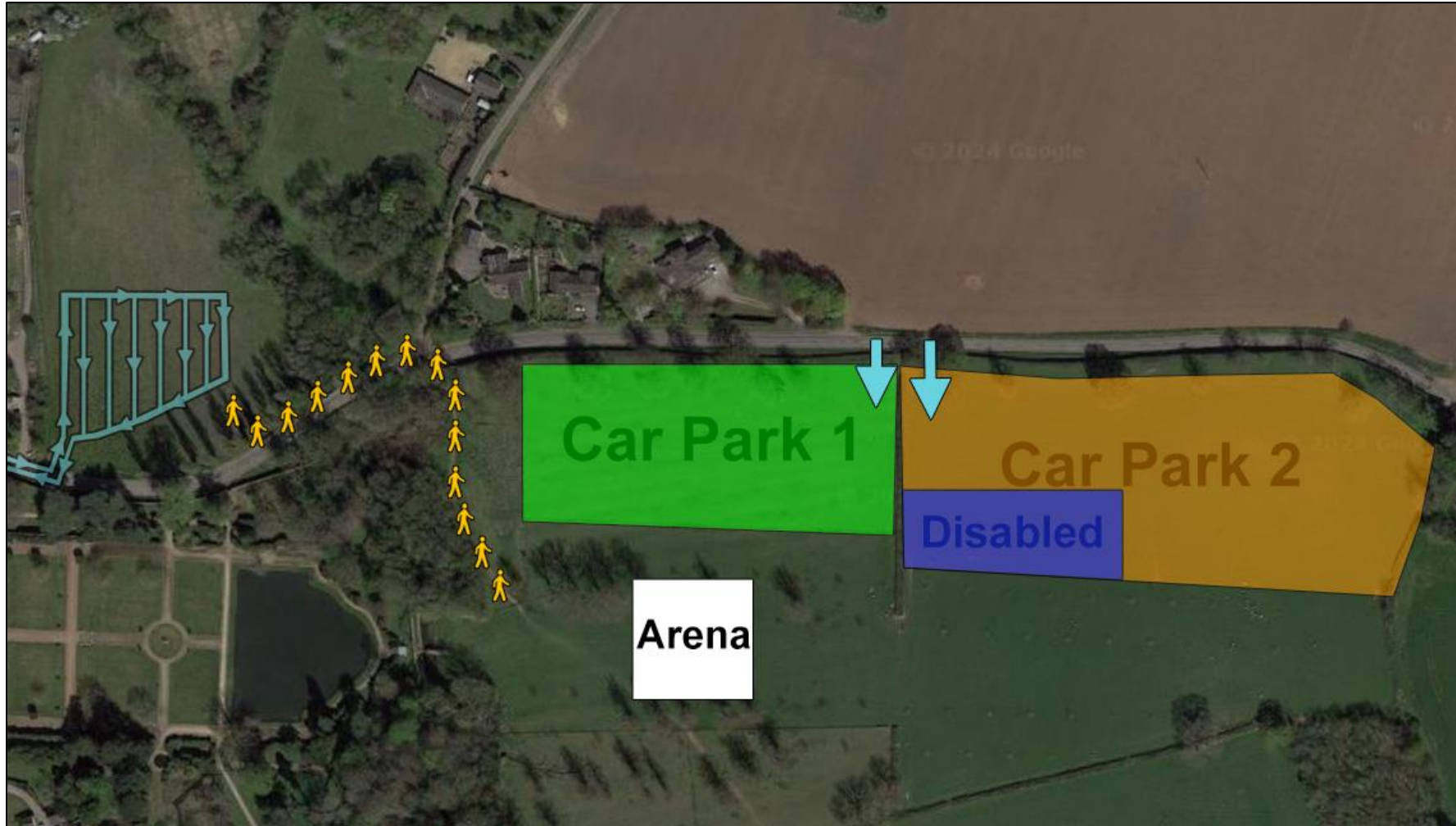
Both of those gateways will require work to make them more suitable for traffic. The vehicle gate must be widened to be able to accommodate two-way traffic. The pedestrian gateway needs to be suitable for pedestrian movement, by levelling out the ground.

They will then cross the road and follow the existing Public Footpath into the site.

All vehicles exiting Pick-up and Drop off will exit right into Melbourne. This is to ensure that pedestrians can cross with the least number of vehicles as possible.

SECTION 6 - Car Parking

6.1 - Parking Map



The Parking available on site is divided into 2 areas, located in separate fields.

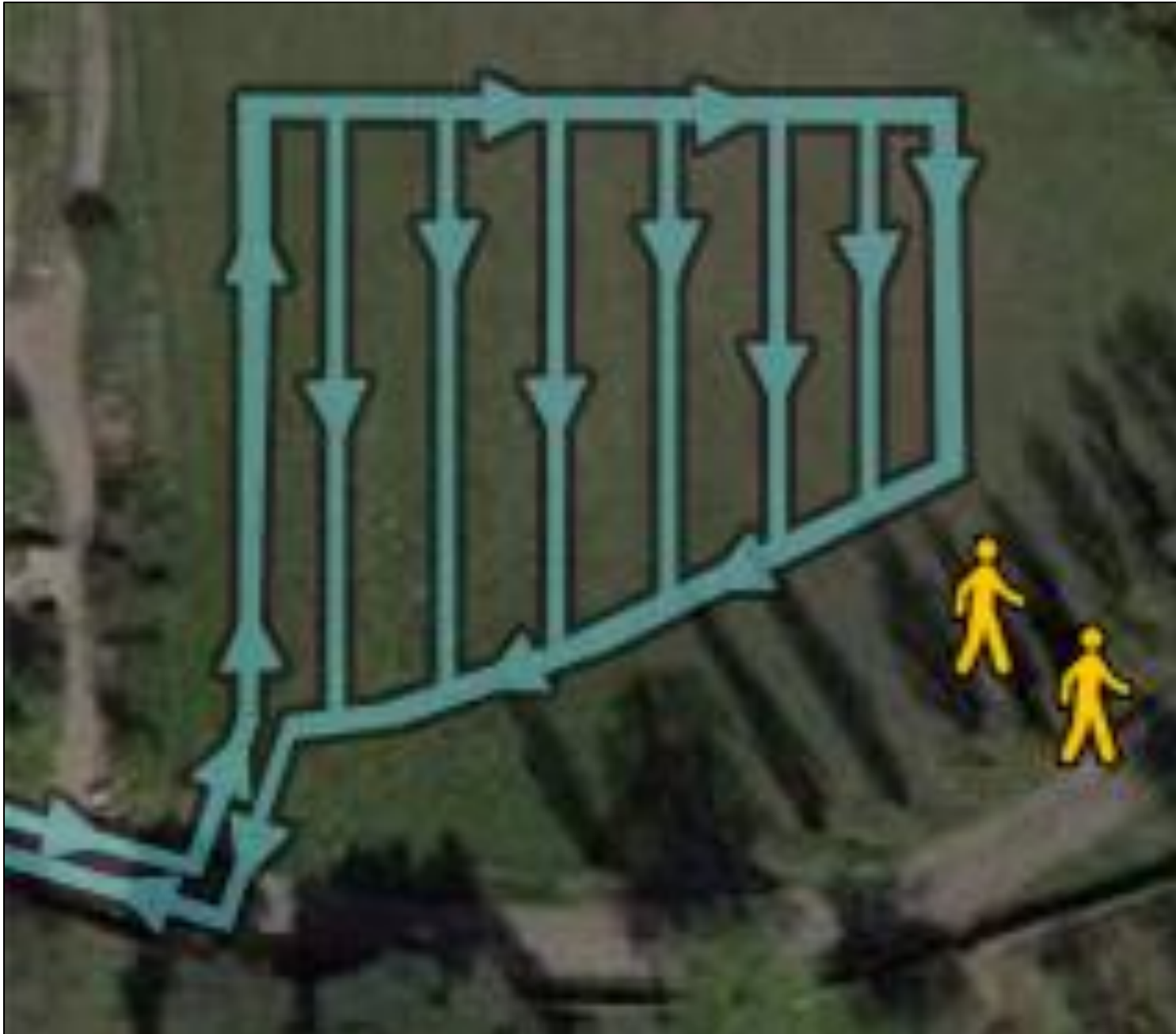
Car Park 1 has a capacity of 420 vehicles. Car Park 2 has a capacity of 750 vehicles.

Any and all vehicles that indicate that they contain visitors with mobility issues will be directed into the forward area of Car Park 2

Traffic will be directed off Blackwell Lane into either or both car parks as necessary given traffic and ground conditions.

Vehicles will be parked facing the event, allowing pedestrians to walk away from traffic.

6.2 - Pick-up and Drop off



Pick-up and drop-off vehicles will enter via a vehicle gate off Blackwell Lane at the South-Western corner of the field. Pedestrians will exit the same field via a pedestrian-only gate located at the South-Eastern corner of the field.

When vehicles enter the area, they will move deeper into the field, before turning into a lane, (as depicted). In these lanes, vehicles can pull to either side, allowing pedestrian movement, and allowing vehicles to egress through the middle of each lane.

Pedestrians will access the field by the walking route, the start of which is depicted.

All vehicles exiting Pick-up and Drop off will be directed to exit right into Melbourne. This is to ensure that pedestrians can cross with the least number of vehicles as possible.

6.3 - Pedestrian Walking Route



The Pedestrian Walking Route exits the Pick-up and Drop off area from its south-eastern corner, before following the existing footway to the crossing point.

The crossing point is a manned Stop/Stop operation to allow the pedestrians to cross safely.

From there, the pedestrians will follow the public footpath past the car park and through the gate, into the Event Arena.

This route will be active for the duration of the event and will be reversed for the exit phase.

6.4 - Parking Method

Parking Method - Parking areas are prepared in advance by Tracsis Events. Roadways are created through the fields/zones allowing access to any emergency service vehicle. The area is mapped out with a series of lines; these are either mowed or painted on the surface depending on the surface type. This gridding allows the maximum number of vehicles to be parked within this area and still allows for roadways and fire lanes to any part of the land. Marshals during the night watch will have torches or glow wands to attract the attention of drivers.

Vehicles will be parked in such a way that pedestrians will leave their vehicles and walk away from any moving traffic. This method reduces the risk of vehicle and pedestrian conflicts.

On the day, it will be Tracsis Events that ensures each car is parked as quickly as possible to keep traffic queues to the event as short as possible. We park vehicles in rows of two, one behind another. Parking in doubles on pre-mown lines allows enough room for the vehicles at the front to drive out and the ones behind to reverse.

Car Park Identification - Car parks are broken down into different areas. From here each area is then split into zones and marked accordingly. The use of entrance signs and flagpole numbering will help customers when locating their vehicles during the event.

Internal Vehicle Signage & Management - Vehicles will be directed with the use of Tracsis Events temporary signage. This is a versatile signing system that reduces the number of staff required. These signs display information regarding different types of parking areas, and which direction people should travel in to park there.

Picture signs are often used to illustrate disabled, coaches, and motorbike parking areas. We find that these are easier to follow than reading a large amount of text on information boards.

Traffic cones are used to denote roadways and junction points. This is a highly effective way of controlling vehicles on green field sites.

Cones and signs used together can confirm a direction for vehicles to take; in some areas this eliminates the use of personnel on junctions, thereby reducing costs to the client.

Car Park Exit Strategy - The exit phase of an event will often determine the customers' views of the event. Poorly planned exits can leave a lasting bad impression of an event.

Tracsis Events will adjust cones close to the exits to anticipate queuing. By doing this, we can organize vehicles into lanes of exiting traffic and can give each lane an equal amount of movement.

Vehicles leaving the Car Parks will turn right and exit in the direction of Wilson, to all routes.

SECTION 7 - TTRO's / Traffic Management

This will be updated and included in the development and future versions of the TMP.

7.1 - No Waiting / No Parking

A parking suspension will be enforced on Blackwell Lane from 100m west of the Pick-up and Drop-off Gate, to 500m east of the Car park gate. A map describing the area is found below.

7.2 - Stop/Stop Pedestrian crossing

A Stop/Stop system will be implemented on Blackwell Lane to allow the pedestrians entering the site from the Pickup and Drop off to cross Blackwell Lane safely.

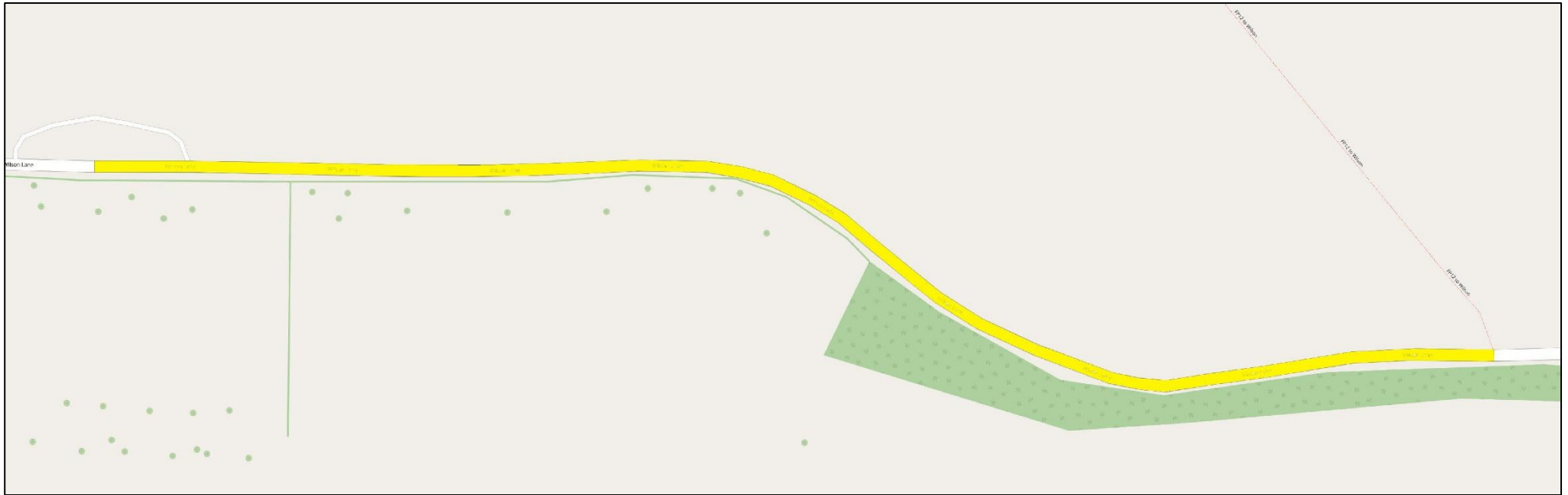
7.3 - Traffic Light control on Car Park Gates

A set of traffic lights will be implemented on Blackwell Lane at the Car Park gates to allow traffic to enter and leave the site swiftly and safely. A Schematic Drawing/CAD of the Lights will be created for future versions of the TMP.

7.4 - Public Footpath Suspension

The Public footpath that runs through the site may have to be suspended, as it runs directly through the proposed arena.

8.2 - No Waiting / No Parking



As described above, a parking suspension will be enforced on Blackwell Lane from 100m west of the Pick-up and Drop-off Gate, to 500m east of the Car park gate.



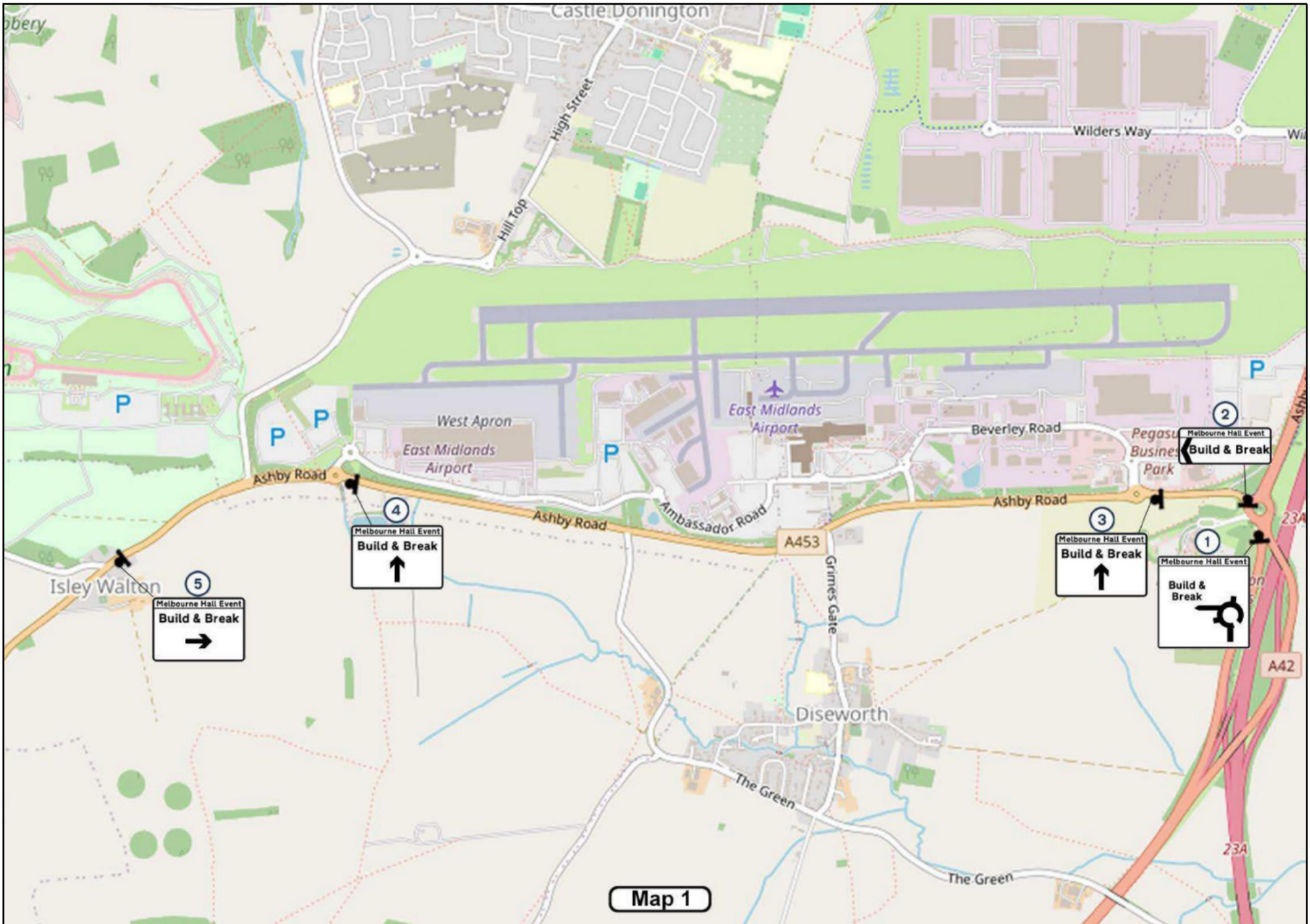
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Traffic & Transport

Melbourne Hall Event

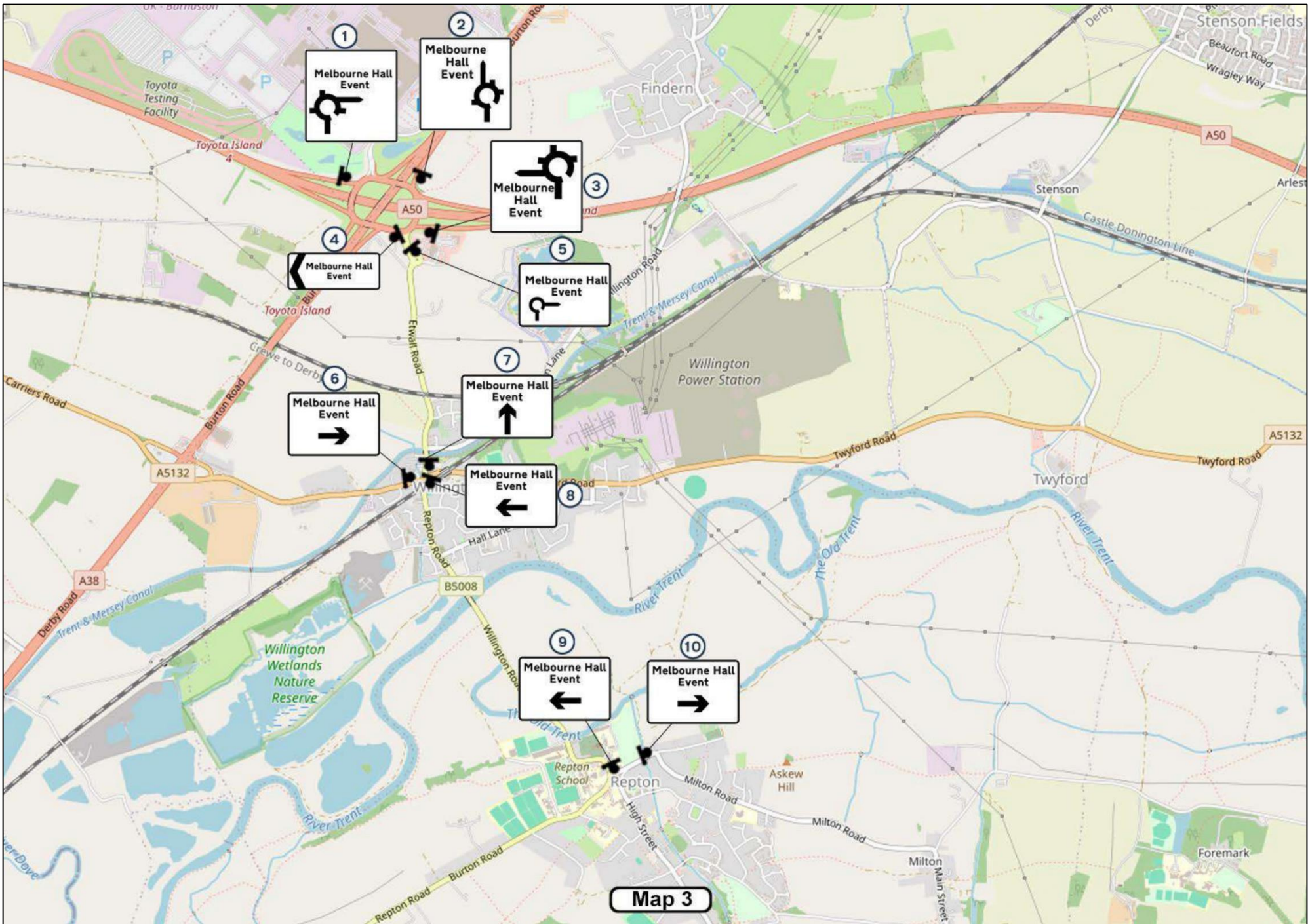
Sign Plan 2024 – Event Directionals

Dates

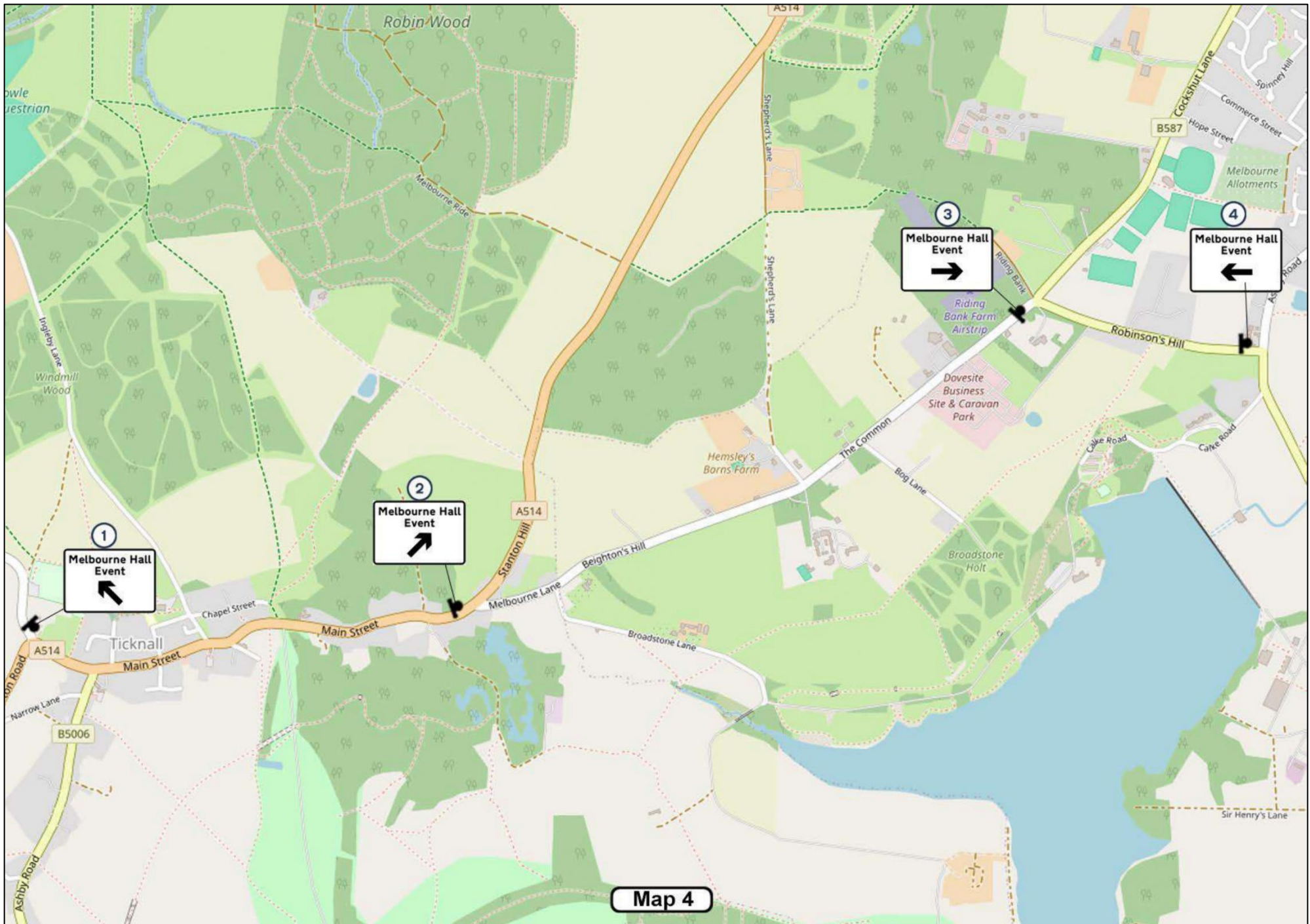
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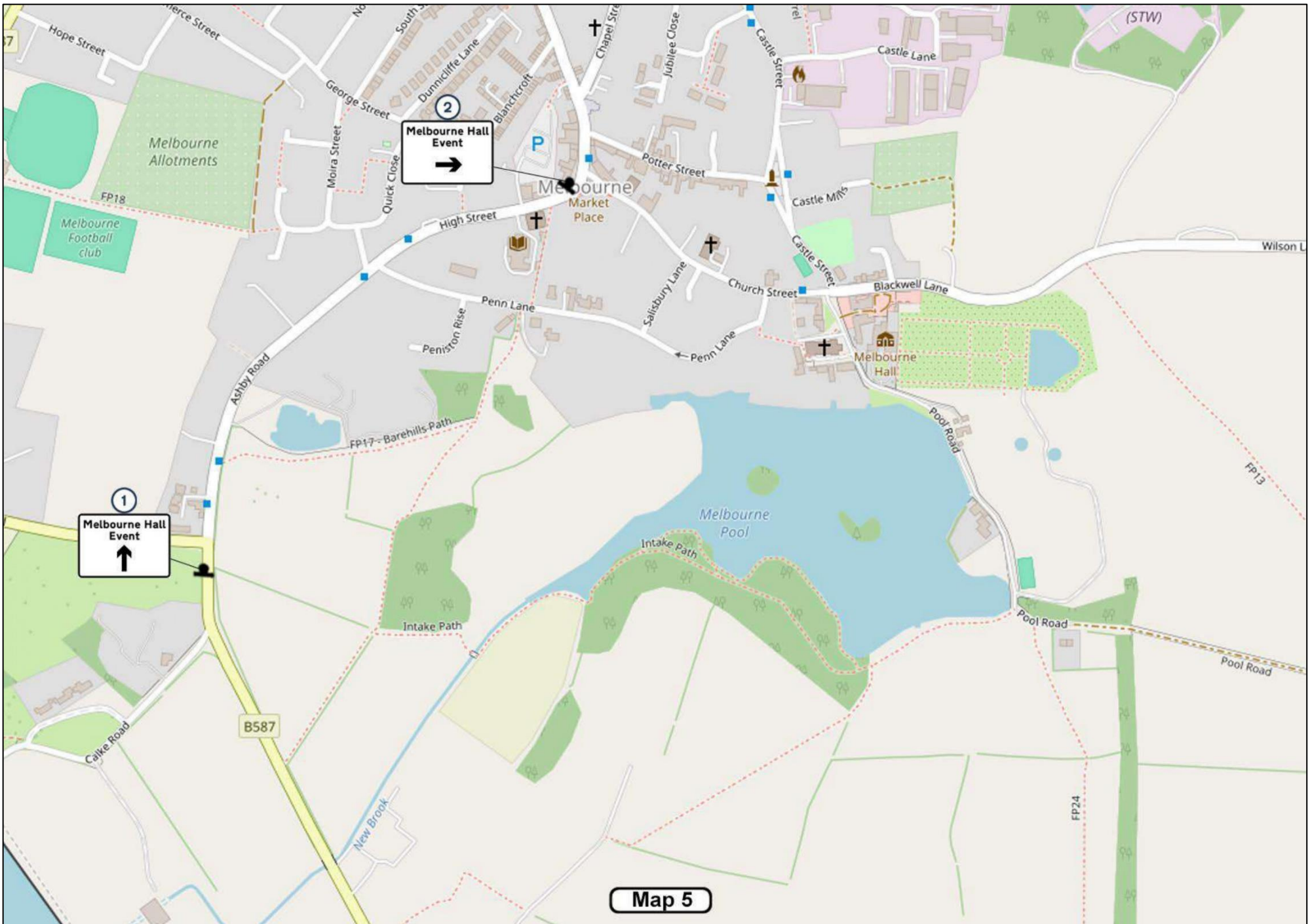






Map 3







Map 6

