

To whom it may concern,

Tracsis Events Ltd. was formed by a merger of SEP and CTM (Cash & Traffic Management) on 31 January 2023, which was undertaken as part of a Tracsis Group consolidation of statutory entities. During the merger process, the teams of both businesses were fully retained to continue to deliver the same high-quality service that their clients have come to expect from them. In addition to this, the Events business can now call on readily available assets within the PLC group that enables us to lead in service level in a competitive market. At our disposal, we have access to our Traffic Data business that provide data capture for routing supporting pre, during and post event. Accompanied by ANPR cameras and live traffic tech dashboard, it gives a complete service that provides evidence and strategic developments for improving traffic plans and the like.

Tracsis Events bring a wealth of experience operating at small to large scale events, honing their experiences on event traffic management. More recently, the business has restructured as part of an organisational development piece to put event traffic management at the forefront of our service delivery. It now sits as a department within the group that focuses on compliance, delivery and solutions to events that require more complex and thorough TM operations. Whilst the application to increase Forbidden Forest's capacity to 24,999 requires some additional focus on the plan, it is well within the capability and expertise of Tracsis Events. Combined, there's over 200 years' experience in the event traffic management sector supporting headline events and venues such as Glastonbury, The Formula 1, and The Etihad Stadium in Manchester (to name just a few).

As Project Director for the north of the business, I hold over 14 years industry experience and have had the privilege of writing traffic plans and supporting operationally on some of the biggest events in the North of the UK. Similar type events to Forbidden Forest such as; Parklife in Manchester (75k per night) Download Festival Castle Donington (Circa 100k camping / day tickets), Creamfields in Warrington (70k camping / day tickets) etc. The team and I have built strong and long standing working partnerships with key stakeholders who equally understand and support events of this nature. Working alongside the Local Highways Authorities and the Police ensures that any traffic plan has been critiqued and approved by additional subject matter experts and this is no different to the approach that has been and will be with Forbidden Forest.

Tracsis Events were commissioned to write the traffic management plan for Forbidden Forest in 2022 when it moved to its location at Belvoir Castle. At the time, this was for a capacity of 14,999. As with all plans, we created it with an element of future proofing a.) to ensure we are going over and above the minimum of what is required and b.) to demonstrate that a plan could withstand additional capacity if ever needed.

Our two most primary objectives within the plan are always:

1. *The maintenance of public safety on the local highway infrastructure:*
2. *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:*

We have achieved both these objectives and continue to maintain this level since the event has been held at Belvoir Castle. Public safety is always at the forefront of all the stakeholders involved particularly around traffic. We deliver safe and compliant operations that support the overall event plan and maintain the public / event attendees' safety.

The increased population for an event places additional demands on existing services, notably the strategic Highway network. The A1, facilitating travel from the north and south, and the A52 to the north, servicing the east and west corridor. Both have previously operated smoothly, with no reported issues in any post-event debrief. While localised delays might be expected near the venue given the nature and layout of the roads, this has not been the case. The immediate network has handled the event exceptionally well compared to similar events with similar roads. Nevertheless, precautionary measures, including contingency routes are integrated into the plan and reviewed as part of the ongoing development. Crucially, to the best of my knowledge, the event has not been subject to complaints around traffic congestion and the subsequent disruption.

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With this in mind, I would be comfortable the existing plan is used as the foundation for the licence increase in 2024. This would however be conditional on being able to use Thursday to help load the 80% increase in camping capacity. Below are the arrival figures for 2023 and based on the ticket scans through the gates, consistent with the 90% arrival profile on the Friday along with the day ticket holders (highlighted green) on the Saturday & Sunday.

2023	Modal Split	Camping Tickets		Vehicle Numbers	Thursday	Vehicle	Friday	Vehicle	Saturday	Vehicle	Sunday	Vehicle
		10,000			0%	Numbers	90%	Numbers	10%	Numbers	-	Numbers
	<i>Car (Parking)</i>	60%	6,000	2,667	0	0	5,400	2,400	600	267	-	-
	<i>Drop Off</i>	30%	3,000	1,500	0	0	2,700	1,350	300	150	-	-
	<i>Coach</i>	7%	700	13	0	0	630	12	70	1	-	-
	<i>Other</i>	3%	300	-	0	-	270	-	30	-	-	-

2023	Modal Split	Day Tickets		Vehicle Numbers	Thursday	Vehicle	Friday	Vehicle	Saturday	Vehicle	Sunday	Vehicle
		5,000			-	Numbers	-	Numbers	100%	Numbers	100%	Numbers
	<i>Car (Parking)</i>	35%	1,750	778	-	-	-	-	1,750	778	1,750	778
	<i>Drop Off</i>	50%	2,500	1,250	-	-	-	-	2,500	1,250	2,500	1,250
	<i>Coach</i>	12%	600	12	-	-	-	-	600	12	600	12
	<i>Other</i>	3%	150	-	-	-	-	-	150	-	150	-

Whilst localised congestion has to date been kept to a minimum, there would be a limit on the volume that we could bring to site in a single day, thus the proposal for an additional day. Based on the earlier opening for camping ingress, we would expect the profile to be more spread across the three days and would look something like this.

2024	Modal Split	Camping Tickets		Vehicle Numbers	Thursday	Vehicle	Friday	Vehicle	Saturday	Vehicle	Sunday	Vehicle
		18,000			40%	Numbers	50%	Numbers	10%	Numbers	-	Numbers
	<i>Car (Parking)</i>	60%	10,800	4,800	4,320	1,920	5,400	2,400	1,080	480	-	-
	<i>Drop Off</i>	30%	5,400	2,700	2,160	1,080	2,700	1,350	540	270	-	-
	<i>Coach</i>	7%	1,260	24	504	10	630	12	126	2	-	-
	<i>Other</i>	3%	540	-	216	-	270	-	54	-	-	-

2024	Modal Split	Day Tickets		Vehicle Numbers	Thursday	Vehicle	Friday	Vehicle	Saturday	Vehicle	Sunday	Vehicle
		7,000			-	Numbers	-	Numbers	100%	Numbers	100%	Numbers
	<i>Car (Parking)</i>	35%	2,450	1,089	-	-	-	-	2,450	1,089	2,450	1,089
	<i>Drop Off</i>	50%	3,500	1,750	-	-	-	-	3,500	1,750	3,500	1,750
	<i>Coach</i>	12%	840	16	-	-	-	-	840	16	840	16
	<i>Other</i>	3%	210	-	-	-	-	-	210	-	210	-

As a result, there would be no additional pressure on the Friday comparable to 2023 and with an anticipated lower arrival on the Thursday would balance the overall increase well. We need to also consider Saturday and the load in of the remaining camping tickets combined with the arrival of the Saturday day ticket holders. With the modal splits, we would expect to see a capacity no greater than 8.8K which would be within the tolerance of the plan. In addition to this, the arrival span on the Saturday would be expected to be more elongated across the duration of the day with the day tickets arriving from later on in the afternoon.

It's also worth noting that the figures used have been based on 'worst' case scenario – inevitably, there will be a drop off in actual arrivals however we have worked this based on the capacity limit.

We remain committed to refining the plan in line with suggestions from key stakeholders, as well as through engagement with the SAG and Transport Subgroups. This ongoing process ensures that the plan delivers a resilient operation.

Yours Sincerely,

Alex Fish



Project Director

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