Tough Mudder London South

21/09/24 to 22/09/24

Holmbush Farm
Horsham
West Sussex
RH12 4SE

Traffic Management Plan

Version 1
30/01/24

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This document details the traffic management measures to be put in place for this event. Tracsis Events are responsible, on behalf of the promoter, for the implementation of parking and the oversight of all external traffic management companies.
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TRACSIS EVENTS

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1. Event Data

Data	Information
Title	Tough Mudder London South
Genre	Mud Run, Endurance Sports, Team Building, Obstacle Course
License Capacity	19,999
Site Location	Holmsbush Farm, Faygate, West Sussex, RH12 4SE
Previous Events Held (UK)	54 Tough Mudders (6 London South)

3. Traffic Management Data

Item	Duration
TRACSIS EVENTS Build	19/09/24 to 20/09/24
TRACSIS EVENTS Live Operation	21/09/24 to 22/09/24
Advanced Warning Road Signage	09/09/24 to 23/09/24
Production Route Road Signage	09/09/24 to 24/09/24
Show Route Road Signage	21/09/23 to 22/09/24

4. Works Suppliers

Service	Supplier
Production Traffic Management	Gallowglass Security
Onsite Traffic Management	TRACSIS EVENTS
Onsite Parking	TRACSIS EVENTS
Onsite Parking Admissions	TRACSIS EVENTS
Offsite Traffic Management	TRACSIS EVENTS
Direction Event Road Signage	TRACSIS EVENTS (The AA)

( ) = Hire only sub-contractor

5. Overview

5.1 Event Background

The course is anywhere from 8-10 miles in distance and can take participants between 1hr 30mins and 4hrs to complete. Each live operation can attract anywhere between 3,000 to 16,000+ attendees per daily event and is structured via an online ticketing system to receive attendees gradually across the course of the morning to afternoon. The event schedules multiple start waves commencing in the early morning and continuing throughout the day as to regulate the arrival to site. All participating customers will receive a detailed pack that provides them with everything they need to know to partake in the event, along with specific information regarding the traffic management prior to reaching the site.

In 2020 Spartan Race UK Operations Ltd acquired Tough Mudder and continue to deliver events with the same aesthetic and operational footprint.

5.2 Event Overview

The Saturday and Sunday event is expected to attract a collective audience of approximately 6,500 people on each day. Those that have purchased just the specific day *Participant* or *Spectator* tickets will arrive from 06:00 up to 14:00 on the Saturday 21/09/24 and from 07:00 up to 12:00 on Sunday 22/09/24. All participation tickets will be allotted a scheduled start time during their chosen day. Information packs distributed following the purchase of tickets will state to all travelling to the event that all participants should ideally arrive 1 hour prior to their scheduled starting time.

In addition to the scheduled weekend, Friday 20/09/24 will also host a private event for up to 1000 people, which will set off in 4 waves from 10 am, in 15-minute intervals and the course will close at around 2pm. Due to the small numbers this won't affect the surrounding road network so will not require any TM on the roads.

5.3 Event Statistics

Event Statistics

The following forecasted ticket sales data was provided by Tough Mudder on 11/12/23.

Audience Groups	Fri 22/09/23	Sat 23/09/23	Sun 22/09/24	Totals
Forecast Bodies Onsite	1,000	6,500	6,500	13,000
Forecast Max Vehicle Count	Unknown Estimate	2,407	2,407	4,815

Forecast Bodies Onsite – Estimated overall total of bodies onsite given all predictions.
Forecast Max Vehicle Count – Estimated total vehicles on site.

5.4 Venue Description and History

Holmbush Farm is located in the county of West Sussex, situated at the southern end of the M23 to the southwest of Crawley. Brighton, Worthing and Eastbourne all sit approximately 25 to 40miles south, with Royal Tunbridge Wells and Guildford positioned approximately 25 miles to the east and west of the venue respectively. The city of London and its major road networks are within 15miles to the north and linked to the venue via the M23. Another notable point of interest in the area is Gatwick International Airport, situated off Junction 9 of the M23 and is approximately 7miles from the venue.

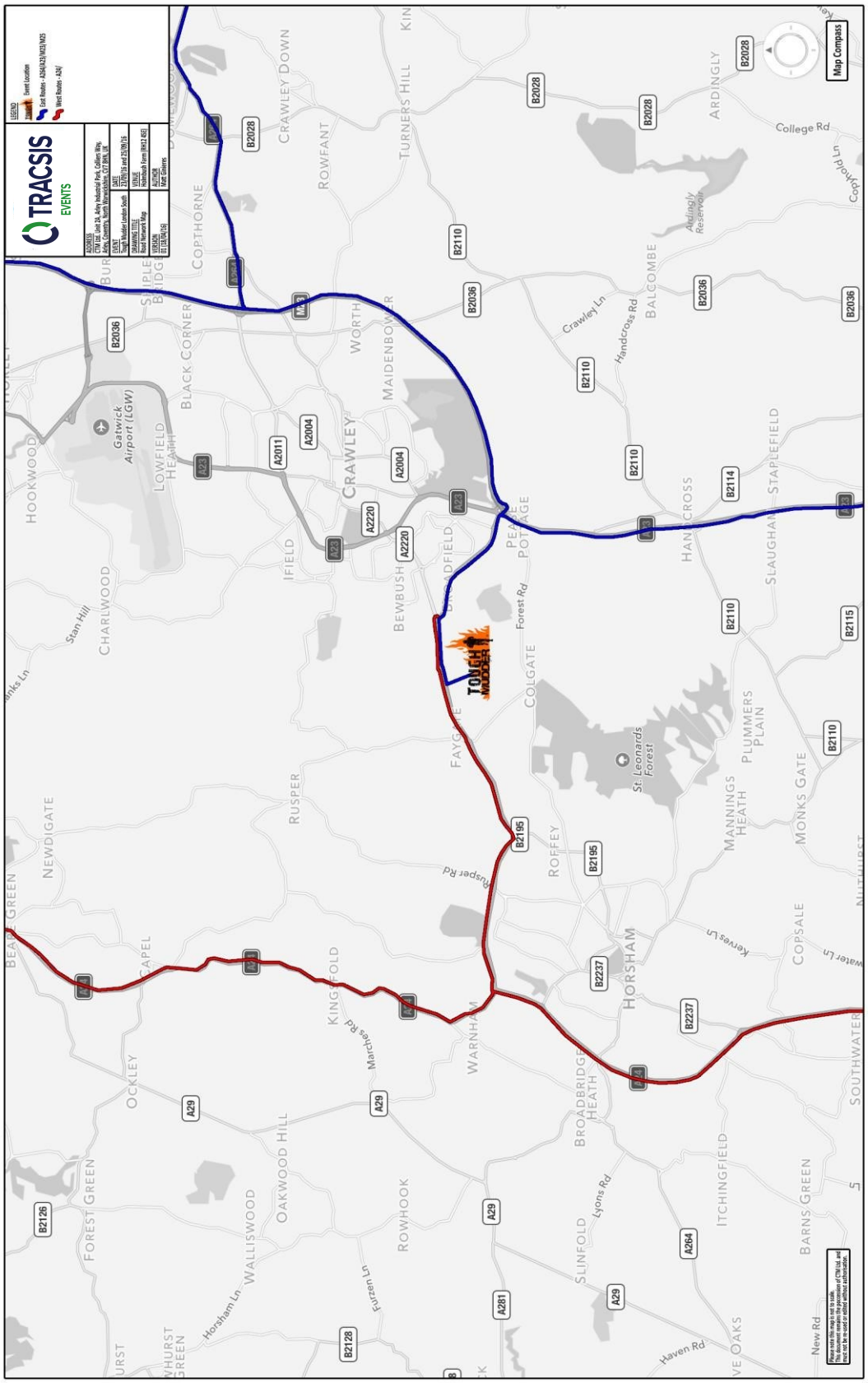
The venue offers a various green field spaces for parking and the event base, along with a plentiful forest expanse for its course and obstacles. The heart of the event will feature within the green field area to the south of the farm with the entire parking operation situated to the west and north green field areas. The venue has four known access points off the public highway with the construction of a new fifth access point specifically for the event presently underway. The event will seek to utilise three of them in order to create a one-way system for all traffic movements during the operational days.

5.5 External Road Network

The venue sits along the south side of the A264 bypass that runs east to west, connecting Crawley to Horsham. The A264 continues west from the venue where it splits into a north/south divide toward the M25 at its junction with Leatherhead and Worthing along the south coast. Heading east, the A264 intercepts the A23 at its classification change into the M23.

For more information, please refer to *Section 5.6: Road Network Map.*

5.6 **Road Network Map**



5.7 Venue Access Points

Holmbush Farm offers several access points onto its estate and Tough Mudder will look to utilise three of them for both the events.

Event Vehicle Access Points				
Access Point	**External Road Access**	**Operational Dates**	***Function**	**Supervisor**
Old Gate (Red)	A264 (Westbound only)	19/08/24 to 20/09/24	All traffic entry during open times. (one-way system in place).	Security
		21/09/24 to 22/09/24	All traffic entry 06:00 to 18:59 (one-way system in place).	TRACSIS EVENTS
		23/09/24 to 27/09/24	All traffic entry during open times. (one-way system in place).	Security
New Entry Gate (Blue)	A264 (Westbound only)	19/08/24 to 19/09/24	Not in use.	n/a
		20/09/24 to 22/09/24	All traffic entry 06:00 to 18:59 (one-way system in place).	TRACSIS EVENTS
		23/09/24 to 27/09/24	Not in use.	n/a
New Exit Gate (Green)	A264 (Westbound only)	19/08/24 to 20/09/24	Not in use.	n/a
		21/09/24 to 22/09/24	Event traffic exit from 06:00 to 18:59.	TRACSIS EVENTS
		23/09/24 to 27/09/24	Not in use	n/a
Pink Gate	A264 (Westbound only)	19/08/24 to 20/09/24	Production traffic exit during open times. Also used as an entry and exit for local residents. Coach exit on 20/09/24 only.	n/a
		21/09/24 to 22/09/24	Not in use for event traffic. Entry and exit for residents only.	TRACSIS EVENTS
		23/09/24 to 27/09/24	Production traffic exit during open times. Also used as an entry and exit for local residents.	n/a

*The function of these access points may differ outside of the event dates due to production works on the venue. For more information on the location of these access points, please refer to *Section 7.3: Venue Traffic Map*.

6. Event Traffic

6.1 Arrival Details and Departure Details

All event traffic staff will be ready and prepared for onsite parking operations by 05:00 for Saturday operations and slightly later at 06:00 for Sunday operations. There will be a small team in for 08:00 for the Friday event. The majority of the event site staff will arrive at the venue within the first hour on any event day.

Saturday public traffic can arrive anytime from 06:00, but it is expected that significant levels of incoming public traffic will begin to arrive from 08:00. The level of incoming traffic will continue to gradually increase to a peak period between 09:00 and 11:00, potentially extending to 11:30. From this point incoming traffic levels will begin to drop significantly moving forward to 14:30 and the closing of the event registration. Further vehicles will continue to arrive to the site for the *Lidl-Mudder* kids' attraction, but in small and infrequent quantities until its registration closes.
Friday public traffic will be majority coaches and minibuses for the private event, with some parking. The car parks will be operational by 08:00 with all participants expected to arrive by 10:00.

Event traffic may begin to exit the site anytime from 10:30 with higher ability finishers of the 08:00 start wave. These irregular quantities of exiting vehicles will be able to egress from the site seamlessly during the ingress operation via an exit only access point. Any booked or private taxis seeking egress following the departure of their passengers also use this access point.
Main egress is expected from 13:00 to 18:00, with a peak period between 14:00 and 16:00. Due to the nature of the staggered start waves the egress phase of the operation is relatively gradual and there will be minimal congestion or wait time to leave.

6.2 Designated Traffic Routes to the Event

6.2.1 Traffic from the North

Event traffic from the north (London) will use the M25 and the M23 southbound to exit at junction 11 onto the A264 westbound. All traffic will then be signed to continue west toward the venue. It is estimated that at least 75% of the total audience will travel from this direction, originating from the M25.

6.2.2 Traffic from the South

Event traffic from south (Brighton) will use the A23 northbound, exiting at junction 11 before its reclassification into the M23. All traffic will then be signed to continue west toward the venue. It is estimated that at least 10% of the total audience will travel from this direction, originating from the south.

6.2.3 Traffic from the East

Event traffic from the east (Royal Tunbridge Wells) is likely to travel westbound along the A264 via East Grinstead. All traffic will then be signed to continue west toward the venue. It is estimated that at least 5% of the total audience will travel from this direction.

6.2.4 Traffic from the West

Event traffic from the west (Southampton and Portsmouth) will travel eastbound along the M27 and A24, toward the A264 and is likely to be the only event traffic arriving from the westbound lane of the A264. It is estimated that around 5-10% of the total audience will travel from this direction.

6.3 Pre and Post Event Traffic

Prior to and following the events there will only be production traffic entering and exiting the site. This production traffic will be extremely light for the majority of the build and between events.

Post event production traffic will see a reverse of the pre-event, with the majority of contractor vehicles leaving on first few days.

The access point used for pre and post event production traffic into the site will be Red Gate. This access will be signed throughout the build, show and breakdown phases of the event. All exiting production traffic must follow onsite signage to exit via Green Gate onto the A264. Additional caution signage to warn through traffic on the A624 of large plant turning ahead will also be present to increase safety measures.

7. Pre-Event Schedule

Before the event goes live to the audience and then subsequently concluding, traffic management complete a series of build and breakdown phases that include an array of checks to ensure all traffic is able to maintain a reasonable but safe speed once on the site in order to prevent congestion and confusion. Health and safety and risk assessment checks are also undertaken to ensure that the areas and the equipment within them are structurally sound and suitable for public interaction.

7.1 Build and Breakdown

All event car parks are designed and calculated to accommodate the maximum number of vehicles that the space can offer. This gives greater flexibility to traffic management during the parking phases of the operation, especially in wet or extreme weather scenarios.

The building of the car parking areas will commence on 19/09/24 and conclude on 20/09/24 prior to the event going live.

Taking the event date and local weather forecast into consideration, certain avenues into parking may be highlighted for plastic and/or aluminium trackway installation. However final confirmation of these areas is usually decided within the week leading up to the event to allow for a more accurate weather forecast and final evaluation of the parking areas.

Partial car park breakdown will be carried out as soon as the final vehicles have entered on the remaining event day, leaving primary vehicle avenues in place for exiting traffic. Final breakdown will continue following the exit of the remaining vehicles onsite.

For more information, please refer to *Section 7.3: Venue Traffic Map*.

7.2 Car Park Areas and Capacities

The areas available for parking are very open with a consistently flat outlook, sloping slightly from the central track that runs east to west down to the A264. The topsoil is reasonably firm with a good thick level of green growth upon it. This will be cut to approximately 6inches in length for the event. Information from the venue states that below the top layer is an aggregate layer that will absorbing water extremely fast, minimising the chances of standing water on the surface.

Given the lack of events held at this venue and that these green fields have not be used to accommodate high volumes of vehicles, a realistic figure of 165 cars per acre is feasible given there are no unforeseen mitigating circumstances that arise. If the show days have clear skies with a high temperature, it is very possible that this figure will be upwards of 180 cars per acre.

The following tables detail the marked parking areas per event and their approximate acreage, along with the estimated parking capacity (165 cars per acre).

Tough Mudder at Holmbush Farm			
Marked Parking Area	**Designated Parking**	**Approximate Parking Acreage**	**Estimated Parking Capacity**
North 1	Standard	12.1 acres	2,000 cars
North 2	Standard	6.6 acres	1,090 cars
North 3	Standard	3.3 acres	550 cars
North 4	Standard (Contingency)	2.1 acres	360 cars
North 5	Standard (Contingency)	2.1 acres	360 cars
South 1	Premium (incl. Crew/Disabled)	3.8 acres	630 cars
South 2	Premium	5.6 acres	930 cars
Coach Park	Private Hire Coaches	n/a	10 coaches
Drop & Collect	Private Hire Taxis/Public	n/a	20 cars (no parking)
Totals		**35.6 acres**	**5,920 cars**

*Figures are approximates and do not take terrain and gradient into account.

For more information, please refer to *Section 7.3: Venue Traffic Map*.

7.3 **Venue Traffic Map**

Please note: This is for reference and guide only and not all areas may be utilised.



8. Parking Classifications and Ticket Sales

Tough Mudder will be offering 2 grades of parking preference to their audience for this event (Standard and Premium). Both of which are included with the participation ticket bought in advance of the event. As well as enabling Tough Mudder to gather essential traffic data in aid of operational planning and development, no on the day sales will limit unnecessary points of contact and improve the efficiency of vehicle ingress. There is a strict no re-entry for all parking ticket classes to avoid re-use on future dates.

8.1 Standard Parking

This grade of parking is what is provided when buying a standard participation ticket online. Therefore, the proportion of traffic parking within this area can be between 85%-90% of the audience. The location of this parking area is set behind all other forms of parking and will also result in a longer walk to the base area where the event will take place.

8.2 Premium Parking

This grade of parking is reserved for corporate members and extra pre sold packages. A maximum capacity of vehicle parking will be set in advance depending on what the venue has to offer regarding parking areas. Therefore, the proportion of traffic parking within this area can be between 10-15% of the audience. The location of this parking area is set at the front of all other parking areas and has the shortest walk from the vehicle to the base area, whilst offering other experience perks within the arena.

8.3 Disabled Parking

All vehicles that arrive to the site with an official disabled blue badge will, as a courtesy, be directed to park within the Premium parking section. Customers that do not own an official disabled blue badge, but whom are visibility incapacitated will be shown a similar courtesy.

8.4 Crew and Volunteer Parking

All crew and volunteer staff vehicles will need to announce themselves to a marshal and will be directed to either their own allocated staff parking area or to the Premium parking area depending on the event.

8.5 Coach Parking

Some venues may have restricted access into or on the site, thus enabling the event to accommodate coaches in any respects. In these circumstances an area close to the event will be identified for either a drop-off and collection or accompanied by parking. All coach routes follow main ingress routes for the shortest time possible as traffic management are conscious that their average speed (especially in heavy traffic) are significantly slower that the standard car entry, thus potentially causing congestion to onsite traffic flows.

8.6 Motorcycle and Bicycle Parking

All motorcycles and bicycles that arrive will be directed to park at either a designated area or on the end of an avenue for an easy exit.

8.7 Drop Zone and Taxi Collections

A relatively small proportion of public vehicles will seek to drop-off passengers in comparison to the overall expected audience. These vehicles will be required to follow signage to drop zones for cars and taxis in order to avoid parking areas. All drop zones will be closely monitored by traffic marshals to prevent vehicles from parking permanently.

When the vehicles re-enter at a later time they will be directed back to the same point where they dropped their passengers as to avoid confusion.

9. Ingress and Parking Operation

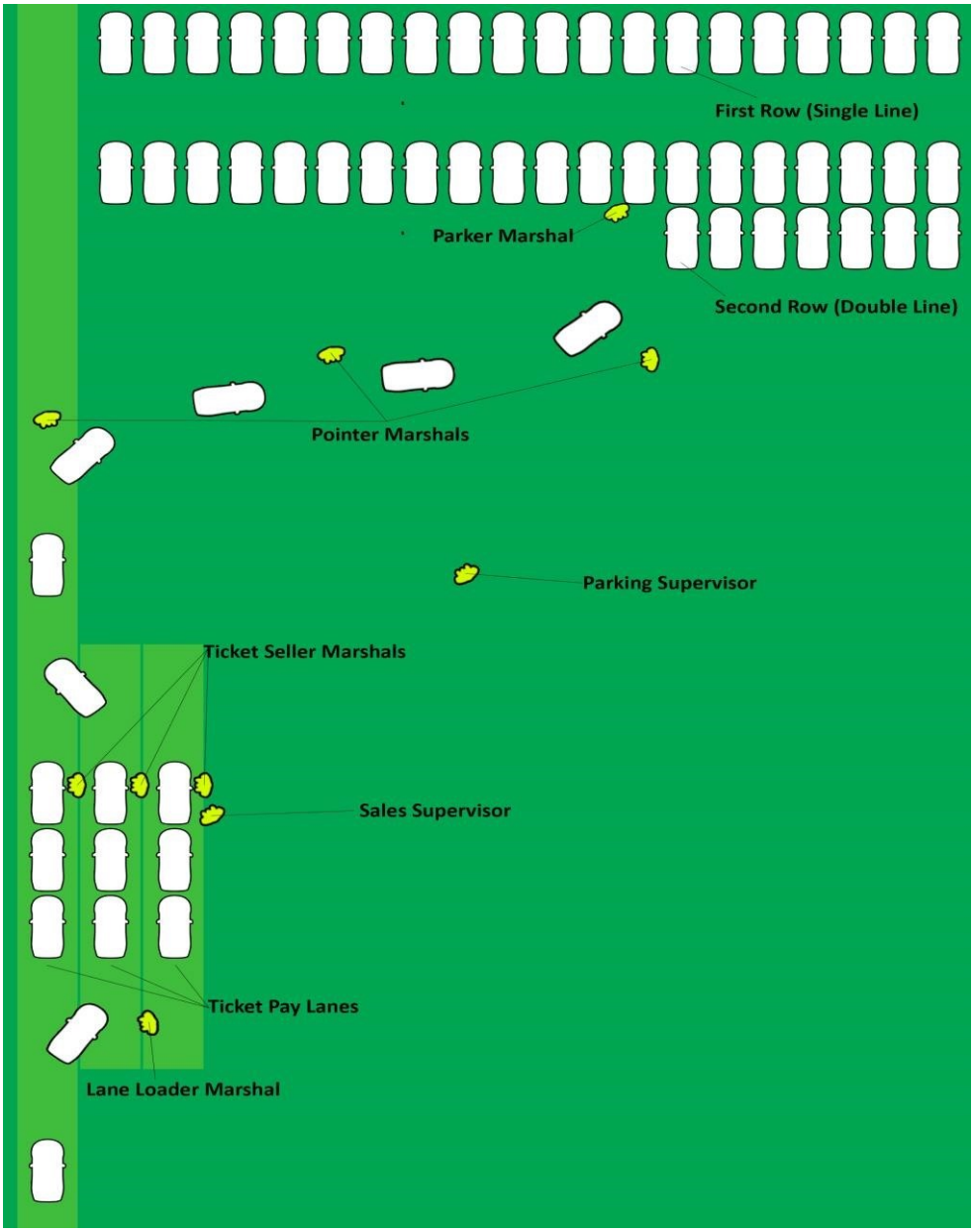
9.1 Vehicle Direction and Parking

All traffic will continue forward by the direction of avenue marshals visual pointing. The avenue marshals are also giving visual verification on which vehicles may continue along certain routes. Those displaying the *Premium* parking print out will be directed past all other car parks toward the front, where they have the least walking distance to the event arena.

Once a vehicle exits an avenue along its route and into a parking area, it falls under the responsibility of the field marshals to continue the route direction toward the areas parking team. Field marshals must ensure that the long chain of traffic approaches the parking at the correct angle for ease of final parking position, but also to ensure that spacing between parked vehicles is not too large as this will lessen the vehicles per acre.

The parking team can be made up of one to three marshals, all with specific roles to complete in order to create a speedy, efficient and seamless parking operation. Tasks covered within these roles consist of directly signally to the parking vehicles driver with regards to distance and speed, before signally to stop the vehicle. Signally similar direction to the following vehicles whilst the initial vehicle is finalising its parking position. Judging the distance between vehicle rows as well as the distance between rows and initiating the parking of ne rows as the previous row is being completed. Each car park will also have a designated car counter marshal in order for the area supervisor to continually monitor the amount of traffic within the car park, at what rate it has entered throughout the day and the estimated remaining vehicles to enter until the ingress period ends.

9.2 Typical Car Parking Operation with Vehicle Check Lanes



10. Egress Operation

10.1 Egress Routes During Ingress

Due to the staggered participant starting times, vehicles that will have earlier in the morning may now require the car park exit during the continued incoming phase of the event day. The traffic system for the parking areas will allow parked vehicles to continue forward away from any other incoming traffic and parking operations, toward the present exit and out of the venue.

For more information, please refer to *Section 5.6: Road Network Map*.

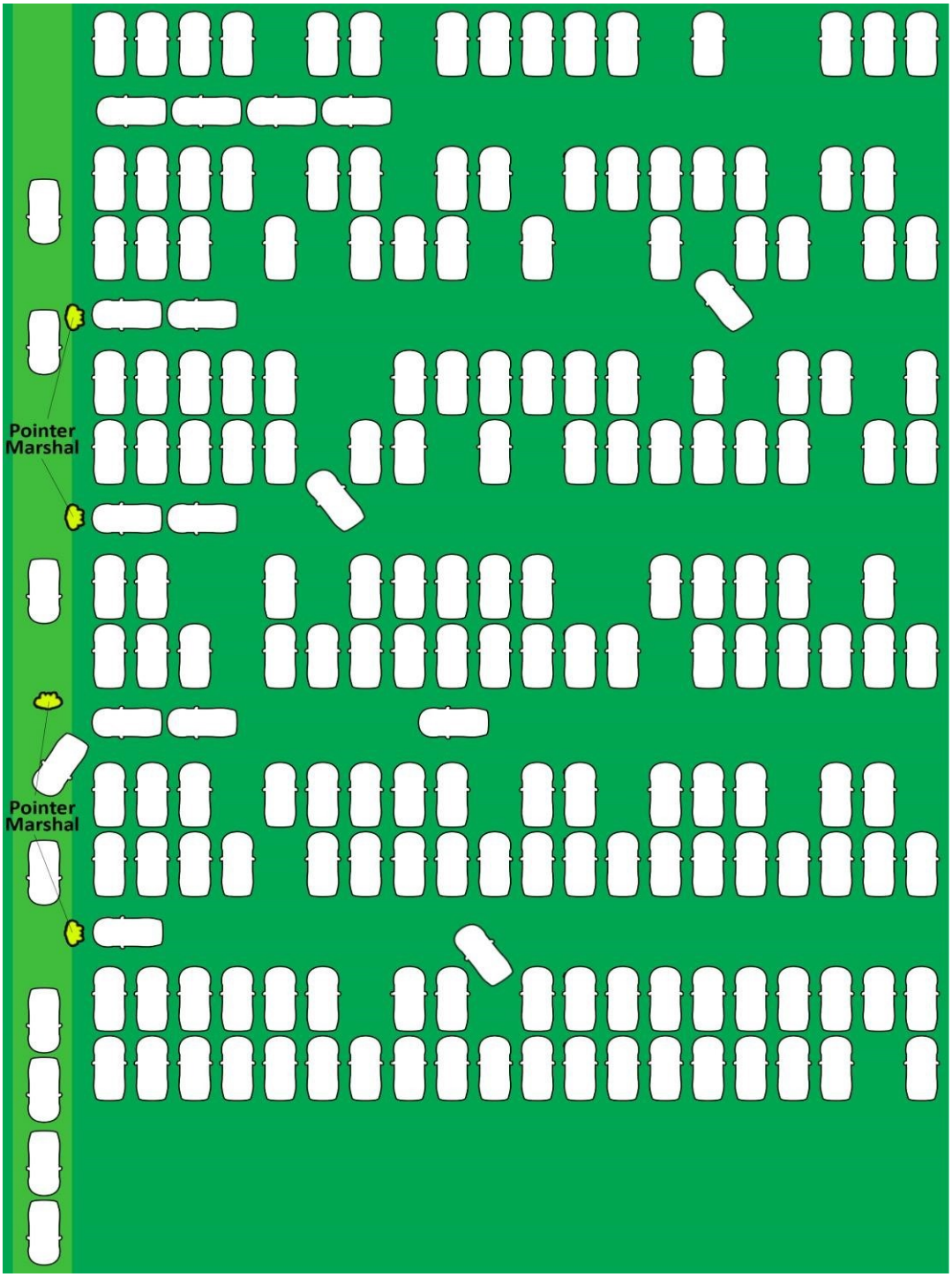
10.2 Peak Egress Period

All available traffic marshals will be positioned by the area supervisor at the end of main avenues around the car park, directing traffic towards the closest exit. Some marshals may also be used to rally up rogue vehicles seeking exit around the car park, but also warn drivers of hazards that may have occurred during the ingress (e.g. muddy areas and deep ruts). If the hazards are dangerous enough to cause injury to pedestrians or damage vehicles, additional equipment will be used to cordon off the area.

In the scenario that congestion builds within the car park, the area supervisor will pull certain marshals off their roles elsewhere to manage “bottle necks” around exit points, as to regulate how much traffic from a certain area may leave as to distribute exit priority to all. If the congestion is prolonged for any reason, staff will provide pre-set statements to drivers on the present situation and approximate waiting time for the exit. In extreme cases the client may intervene with additional staff or refreshments (in hot weather).

Given the nature of this event and past experience, congestion during the exit phases is unlikely.

10.3 **Typical Car Park Exit Operation**



12. Pedestrian Safety and Access

12.1 Pedestrian Routes Onsite

All pedestrians will be advised to stand to the front of their vehicles when alighting as to avoid any potential accidents when parking the following vehicles. From the parking areas all pedestrians will be directed to follow signage positioned within the parking areas that lead to the event entry point and ticket registration.

As to avoid any pedestrian and vehicle conflict, all routes are planned as to not cross and allow safe passage for all to the event.

13. Lighting

13.1 Car Parks

Lighting within the parking areas will be minimal due to the available natural light.
Tough Mudder are responsible for the provision and maintenance of all lighting operations on the venue.

14. Maintaining Routes to and From Site

14.1 Vehicle Recovery and Tow Away

Tough Mudder will not schedule a tow-away or recovery service for the event. If for any reason these services are required, one will be called immediately, and procedures put in place during the waiting period.

14.2 Mud on the Road

It is unlikely that any mud deposits will make their way onto the A264 given the creation of the new roadway from the main parking area toward the new gate access (Green Gate). This new roadway will be aggregate/gravel for a distance of at least 75m.

The A264 will be evaluated continuously during the operation and during the egress of vehicles from the site. Any deposits of mud discovered along the egress route of the A264 will firstly be managed by site crew/plant. If the mud deposits are too large to manage with site crew/plant, a private contractor will be brought in to manage the clean.

It is important to note that sufficient traffic management along the A264 will remain in place to maintain the event lane closure in order to safely and efficiently manage a road cleaning operation.

15. Traffic Management

15.1 Community Safety Accreditation Scheme (PATO) Management

All TRACSIS EVENTS PATO operatives working at both Tough Mudder London South on 21/09/24 and 22/09/24 are fully qualified and trained by the Somerset Police Force and also vetted by the Sussex/Surrey forces under a 'single event' accreditation to undertake the following roles.

All active PATO operatives will be dressed in full road legal high visibility PPE and will also have full radio communicative capabilities throughout their working period. Radio contact will be private and direct to the TRACSIS EVENTS Traffic Manager. All PATO operatives will also have the ability to contact other PATO operatives on their own private channel to relay any relevant traffic notifications.

All PATO operatives are very educated and experienced in dealing with heavy traffic situations and do understand that unnecessary interaction with traffic will create congestion.

15.1.1 PATO Management on A264 Travis Perkins Roundabout

TRACSIS EVENTS will provide a PATO operative to manage the "emergency blue light" access through the planned traffic management situated on the Travis Perkins roundabout. This point was highlighted and requested by the Southeast Ambulance Service during an event Safety Advisory Group meeting.

The operative's primary role will be to remove the centre cone line that prevents the right lane (through traffic) from utilising the roundabout normally and instead pushes them onward as a continuation of the dual carriageway. The use of this "bypass" through the event traffic management is only for blue light calls within the housing estate to the north of the A264. It is of extreme importance that the emergency vehicle(s) approaching the Travis Perkins roundabout from the east along the A264 is in the right-hand lane, for through traffic, and have their blue lights and sirens active. This will signal to the PATO operative to prepare the removal of the traffic management presently in place. It is also important that the emergency vehicle uses its indicators on approach to the roundabout to confirm that the vehicle is intending on turning into the housing estate.

This PATO position will be in place and active during the following times;

21/09/24 – From 08:00 to 18:00 (or until all traffic management is removed)

15.1.2 PATO Management on A264 Blue Gate

TRACSIS EVENTS will provide a PATO operative to manage the Blue Gate (Primary Parking) access point into the venue from the A264 westbound. The operative's role will be to wave in all traffic within the lefthand lane of the A264 westbound (event traffic lane) and filter out any through traffic that has mistakenly used the event lane. The purpose of having a fully trained traffic operative at this position is to continuously monitor vehicle speeds and maintain a steady and efficient flow into the venue, whilst maintaining the highest level of safety on the public highway. The vehicles not intending to enter the event can be filtered out of the traffic management by allowing them to

continue driving past the Blue Gate along the A264 westbound, where they can merge back into the right-hand lane for through traffic, as to protect the left-hand lane for the main exit at Green Gate (approximately 150m west). From approximately 14:00 on the 21/09/24 and 13:00 on 22/09/24 TRACSIS EVENTS will look to close the Blue Gate access point in order to move the PATO management to the main exit access point at Green Gate.

This PATO position will be in place and active during the following times;

21/09/24– From 08:00 to 14:00 (or until all traffic management is re-positioned to close access to Blue Gate due to low levels of incoming event traffic)
22/09/24– From 08:00 to 13:00 (or until all traffic management is re-positioned to close access to Blue Gate due to low levels of incoming event traffic)

15.1.3 **PATO Management on A264 Red Gate**

TRACSIS EVENTS will provide a qualified PATO operative to manage the Red Gate (Secondary Parking and Drop & Collect) access point into the venue from the A264 westbound. The operative's role will be to intervene with the right-hand lane of the A264 (event traffic lane) when any sign of congestion leading back from the Blue Gate access is experienced. The Blue Gate is located approximately 150m west along the A624. The access will remain open for those seeking the Drop & Collect option and not parking, but all signage for parking will continue to direct 'Tough Mudder' traffic straight on toward Blue Gate. From approximately 14:00 on the 21/09/24 and 13:00 on 22/09/24 TRACSIS EVENTS will look to utilise Red Gate as the sole entry point for the venue in order to move the PATO management to the main exit access point at Green Gate.

Trigger points for the activation of Red Gate:

1. The Blue Gate PATO operative experiences congestion from the check lanes back towards the access point.
2. The Blue Gate PATO operative experiences a "trouble vehicle" or breakdown that blocks the route.
3. Traffic enters the peak period of ingress (anytime between 09:00 and 11:30), where volume on the lane becomes an issue rather than internal operations. This is when the Red Gate PATO operative will bring traffic into their access point as the back of the queue reaches Red Gate. All traffic will then be directed into Red Gate until the congestion towards Blue Gate decreases and the check lanes are beginning to free up queuing space. Then all traffic will be directed to continue along the A264 again.

This PATO position will be in place and active during the following times;

21/09/24– From 08:00 to 18:00
22/09/24– From 08:00 to 17:00

15.1.4 **PATO Management on A264 Green Gate**

TRACSIS EVENTS will provide a PATO operative to manage the Green Gate (Exit) access point from the venue onto the A264. The operative's role will be to provide assurance the left turn out of the venue onto the A264, although will be coned and sterile for event traffic use only, is safe to continue onto. This will have a positive effect on transit times from the venue, reducing queue times and any build up of congestion. This role will be managed using the PATO operative from the Blue Gate position after its closure.

This PATO position will be in place and active during the following times;

21/09/24– From 12:00 to 18:00 (or until all traffic management is removed)
22/09/24– From 12:00 to 17:00 (or until all traffic management is removed)

15.2 **A264 Traffic Management**

On event days the A264 westbound from the M23 toward Horsham is scheduled to undergo a large traffic management operation to best accommodate high volumes of event traffic, whilst maintaining the normal usage by through traffic.

A tried and tested "event lane" operation using descriptive signage and coning will segregate event traffic from through traffic, allowing one to enter the venue guided by further traffic management, while allowing the other to pass alongside the venue with minimal disruption.

TRACSIS EVENTS have sub-contracted The AA to produce and deliver all the signage aspects of the contract, while the physical traffic management along the A264 (coning and installation) will be further subcontracted to Forrest Traffic Management. Both contractors have a good working relationship with TRACSIS EVENTS and understanding of the requirements of a Tough Mudder event. All event traffic arriving from the east of the venue (M23/Crawley) will following standard event directional signage until it reaches the A264 Crawley Road/A2220 Horsham Road RAB. After exiting at the first exit on the RAB, event signage indicating new lane priorities are implemented ahead of the road. This signage states that Tough Mudder vehicles should keep left and through traffic should keep right. A cone line will begin approximately 100m following the exit from the A264 Crawley Road/A2220 Horsham Road RAB, and continue until the Travis Perkins RAB, where it will follow the centre line between lane 1 and lane 2. Lane 3 will close coned from its origin on the approach to the RAB and will not be accessible throughout the operation. This will mean that the Travis Perkins RAB will also not be a functioning RAB, and therefore a diversion route to continue ahead to the next RAB will be in place.

It is important to note that additional signage directing those seeking access to the industrial estate where Travis Perkins is situated, will be in place and indicating those vehicles to keep left along with Tough Mudder traffic until the RAB. From here it is possible for the non-event vehicles to exit the lane onto Wellingham Way.

Event traffic will continue within the left-hand lane following the RAB and past the secondary access point (Red Gate). Approximately 250m further west along the A264, event traffic will reach the primary access point (Blue Gate). At this point, a PATO operative will be positioned in the centre of the event lane, directing all traffic into the venue. Any non-event traffic can be directed to continue down the coned lane into the "sterile" portion of the traffic management, where it is designed to allow the vehicles to merge into the right lane to keep the left lane clear of all through traffic and follow along the lane until the cone line ends and traffic management is cleared.

Event traffic egressing from the venue will be required to exit via the Green Gate onto the A264 westbound. As the traffic meets the junction with the A264 a PATO operative will be positioned in the centre of lane 1, to the right of the junction, waving all exiting vehicles out onto the road. After approximately 100m the cone line will end and all other traffic management will cease.

16. Signage Plan

All external signage and traffic management measures for the event will be produced by AA Signs, with the co-ordination of TRACSIS EVENTS. All external signage will be installed and removed by *AA Signs* and all external traffic management measures will be installed and removed by Forest Traffic Management, all under the co-ordination of *TRACSIS EVENTS*.

Event Traffic Signage Schedules		
Date	**Installed**	**Removed**
Monday 02/09/24	- Production signage schedule. - Delivery of all internal site traffic signage and cones.	
Saturday 21/09/24 (04:30)	- Event signage schedule. - A264 traffic management schedule.	
Sunday 22/09/24 (19:00)	-	- A264 traffic management schedule. - Event signage schedule
Monday 23/09/24 (09:00)		- Collection of all internal site traffic signage and cones. - Production signage schedule.