

# **Tewin Sound Festival 2026**

## **Traffic Management Proposal**

V1 27/11/2025

### **Introduction**

Tracsis Events Ltd have been appointed as the Traffic Management Contractor for the Tewin Sound Festival Event, to be held at Tewin Bury Farm, Hertfordshire, on the 18<sup>th</sup> and 19<sup>th</sup> of July 2026.

The event will see a number of acts appearing over the two days, with expected attendances of approximately 12,500 attendees on Saturday 18<sup>th</sup> and 8000 on Sunday 19<sup>th</sup>. There will be no overnight camping at the event, with all attendees arriving and departing each day.

This document sets out the foundations for the Traffic Management Plan, which will be developed and updated regularly throughout the planning period, with consultation and input from all major stakeholders, including the event organisers, Tewin Parish Council, Welwyn Hatfield Borough Council, East Herts and Essex County Councils, National Highways, and the police, fire and ambulance services operating in Hertfordshire Essex.

This document broadly covers all the transport modes to be utilised during the event, along with the Traffic Management measures expected to be applied for and put in place on the road network around the event site.

The purpose of this document is to instil confidence during the Licencing Application process, and to re-assure all stakeholders that a robust, safe, workable and successful Traffic Management Plan will be put in place, and successfully delivered, for this event.

As the planning for the event progresses, a full Traffic Management Plan will be created, explaining, in detail, the various measures being implemented. That document will be very much a working “draft” document, being updated as plans progress, with a “final” version expected to be signed off by the SAG no later than one month before the event.

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## Tracsis Events

Tracsis Events Limited ("Tracsis Events") is a specialist provider of Event Traffic Management and car parking services. Our team deliver at many of the country's most prestigious events and fixed venues, and work closely with our clients to deliver critical traffic management services at prestigious events held nationally. Tracsis Events has significant experience in providing traffic management services to events of a similar audience, capacity and location to that which is required for this event, events which we have managed include but are not limited to: Glastonbury, Reading, Leeds, Download, V festival, Creamfields and Radio 2 In The Park at Chelmsford. We aim to demonstrate our experience in the delivery of the Traffic Management requirements, the added value our team will bring through deployment of extensive, enthusiastic, and suitably skilled staff and resources, and our in-house capability to deploy technology-based solutions to support event operations.

Tracsis Events offer an unrivalled level of experience from our association with many well-known brands and venues around the country. We have operated at and supported some of the largest festivals in the UK for over 30 years, operating at most Greenfield sites across the UK and working closely with event organisers and other stakeholders to provide a first-class experience for all attendees. We provide a full range of services at the biggest and best festivals, these services include:

- **Parking Management:** With over 25 years of experience, we manage parking operations at major UK events
- **Tracsis Live Technology:** We offer ANPR live monitoring and post-event reporting on routes and speeds.
- **Police Accredited Traffic Officers:** Licensed operatives direct traffic, enhancing event impressions.
- **Backstage and Production Traffic:** Traffic Marshals and Banksman ensure site safety and secure access
- **Event Signage:** In-house team for internal and external signage requirements
- **Traffic Management:** Essential for the success of any event
- **Consultancy:** Complete solution in pre-planning for events
- **Admissions and Gate Access:** Expertise in advising on admissions strategies
- **Surveys:** Providing survey data from various events across the UK
- **Zone Ex:** Support beyond the event boundary

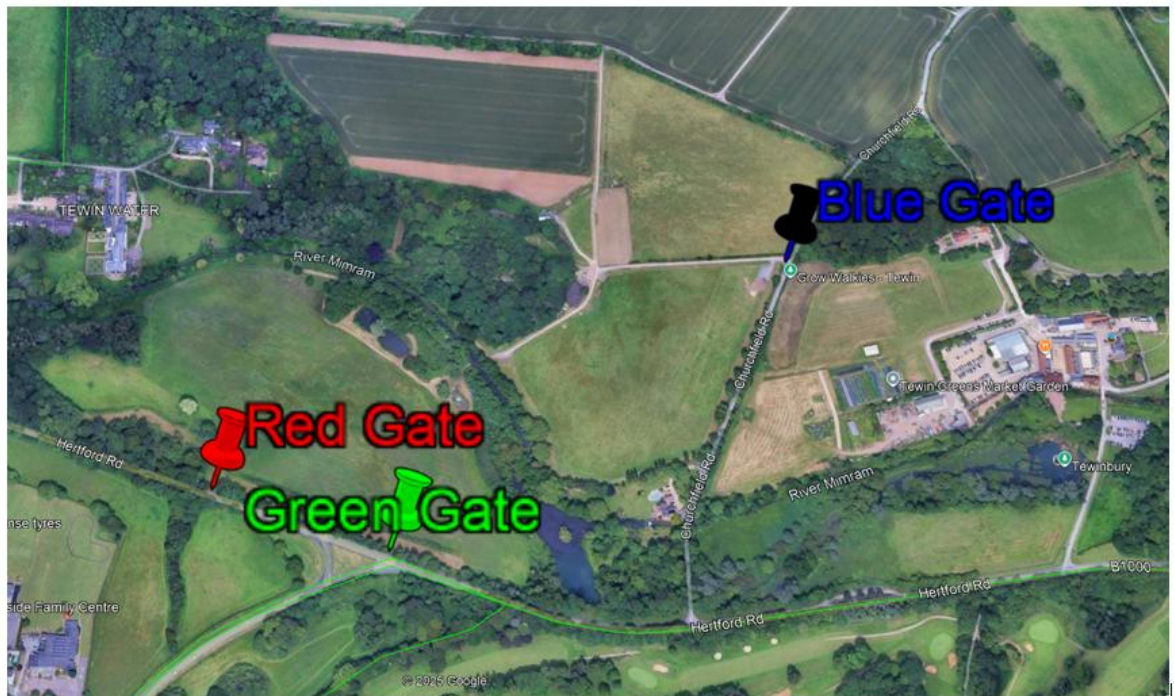
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## Site

## Access Points

There will be 3 vehicle access points around the venue, as can be seen from the map below:

Tewin Sound festival 2026 Proposed vehicular Gates



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**Tracsis Events Limited**

Registered address: High Moor Yard, High Moor Road, Boroughbridge, North Yorkshire YO51 9DZ

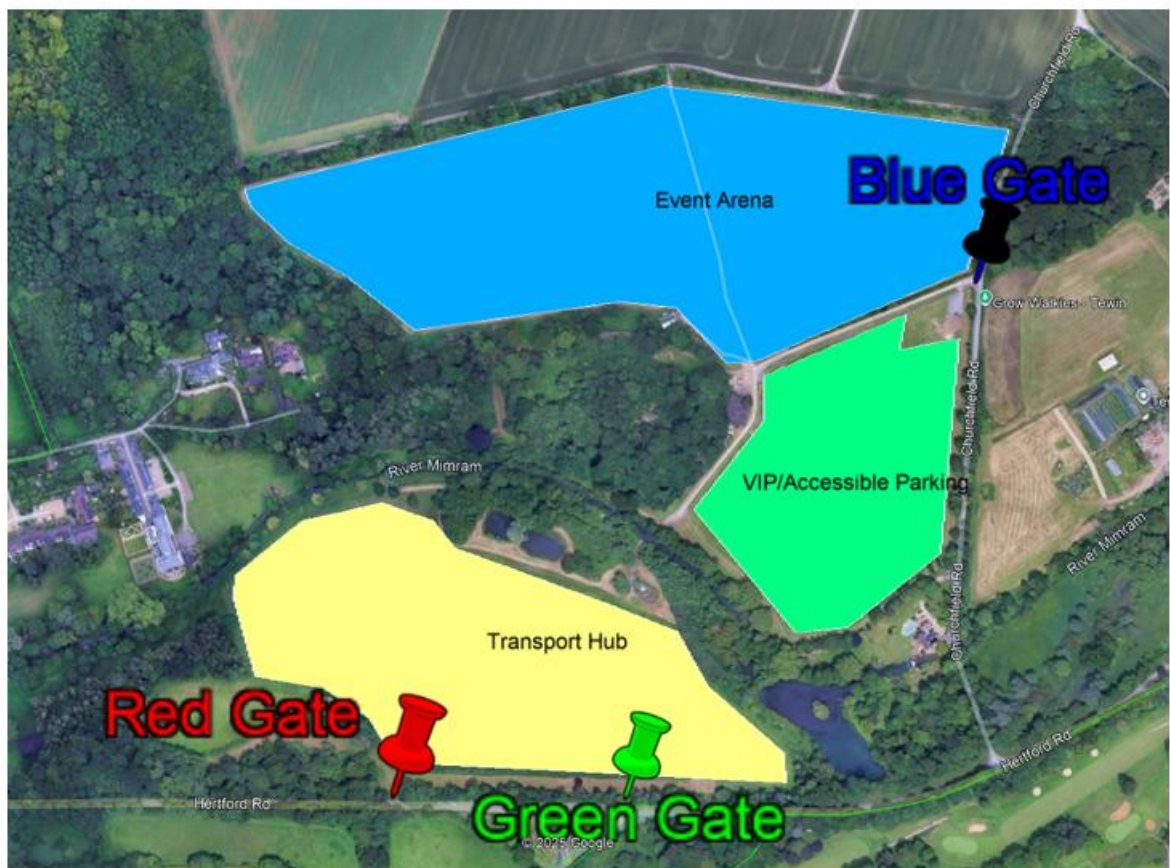
Registered in England No: 03524447.

TE-02-02 R01

## Proposed Site Layout

The event will take place in fields to the West of Tewin Bury Farm Hotel, bordered to the South by the B1000, and to the East by Churchfield Road. There will be a main music and entertainment arena, an arena with a smaller stage and funfair, VIP and accessible parking, and a Transport Hub:

Tewin Sound festival 2026 Proposed Site Layout



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## Modes of Transport

We expect several modes of transport to be utilised by attendees, each of which are explained in more detail in the below sections.

### Pre and Post Event

During the site build and strike phases, all production traffic will use Blue Gate for the main site build/strike, and Red Gate for the Transport Hub. All deliveries and HGV's will be allocated time slots, to prevent congestion on Churchfield Road. Traffic Management operatives will be positioned at the junction of Churchfield Road with the B1000, at either side of the bridge on Churchfield Road, and at Blue gate, to co-ordinate vehicle movements in and out of Blue Gate, and along Churchfield Road, which is quite narrow in places. Access to through traffic to the village of Tewin and beyond will be maintained at all times.

### Event Days

#### *Production, Crew & Artistes*

Artistes and essential crew members will access the venue through Blue Gate, and will park in designated areas, dependant on their role. All other crew will park in a field accessed via Tewin Bury Farm Hotel, and will cross Churchfields Road on foot.

#### *Public Parking*

There will be NO mass public parking on site. All General Attendance (GA) visitors will not be offered any onsite parking options, but will instead be encouraged to use either coach, rail and ride, rail and walk, or park and ride options, as detailed below.

A limited number (around 800) VIP/Premium parking spaces will be made available for VIP guests to purchase on a first come first served basis. VIP Event tickets will not automatically include a parking space, these must be booked separately. Once this allocation of VIP parking spaces has been sold, any other VIP attendees will need to utilise one of the other transport options available.

Accessible parking, at the front of the VIP parking area, will be available for pre – booked accessible visitors. There will be no charge for this, but proof of accessible needs/blue badge, must be produced on arrival, and all spaces must be pre-booked.

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### *Private Hire/Uber/Personal Drop Off and Pick Up*

It is expected that some attendees will arrive at the site either by private hire/taxi, or be dropped off by friends and family. This option will not be advertised, instead we will promote the use of the shuttle services, even for people being dropped off by car or taxi. However, we acknowledge that some vehicles may turn up at the venue, which we will need to accommodate safely and efficiently.

We currently have two options available, a decision will be made on which option to use after discussions with land owners.

Option 1 is to use the Panshanger Golf Complex as a pick up and drop off (PUDO) area, with a walking route from here to the venue. This is the preferred option, as it reduces the number of vehicles that will need to access the B1000. However, this is subject to agreement with the owners at the golf complex.

If an agreement cannot be reached, option 2 is for a dedicated PUDO zone to be created within the transport hub, accessible via Red Gate.

In either instance, the following points will be implemented:

- All vehicles utilising this area will only be able to access the site to drop off or pick up, they will not be permitted to remain on site.
- For the ingress period, vehicles will simply park as near to the event access as possible, disembark their passengers, and then leave. Drivers of vehicles will not be permitted to leave their vehicles unattended, and should leave the PUDO area as soon as the passengers have got out.
- For egress, it is expected that the majority of pre booked private hire vehicles, and friends and family, will arrive in the PUDO area prior to the end of the show. These vehicles will be parked in individual lanes, utilising a system similar to that used at ferry terminals. Where possible, private hire/Uber vehicles will be kept separate from public cars, to assist with visitors locating the correct vehicle. Drivers will need to stay with their vehicles until their passenger has arrived.
- The PUDO area will be set out in such a way as to ensure vehicles can leave as soon as the passengers are collected. Pedestrian barrier will be used to create safe walking zones between each of the holding lanes, with clear exit routes for vehicles, to minimise the risk of any vehicle/pedestrian conflict. As each holding lane empties, it will be refilled if required with vehicles arriving later.

### *Hackney Carriages*

For ingress, any black cab/hackney carriages dropping visitors off will follow the same procedures as for Private Hire vehicles. However, for egress, we will create a separate Hackney Rank, assuming that permission for this will be granted by Welwyn Hatfield Borough Council Licensing. If agreed, this will enable visitors who haven't booked any transport home to still get a taxi. The success of this operation would depend wholly on the amount of Hackney Carriages available to service the site. If there are insufficient vehicles available, attendees will be advised to utilise the shuttle bus service instead.

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### *Accessible Drop Off and Pick Up*

It is expected that some attendees with accessibility needs will be getting dropped off, rather than parking. These people can also register in advance, which will enable the vehicle dropping them off to access the dedicated accessible parking area. The vehicles will then leave, and will be advised to return to site before the end of the show, to enable them to get back into the accessible car park before the main egress begins.

## **Bus and Coach Options**

Big Green Coach are the UK's largest and most sustainable event travel company. They will be contracted to manage all of the following options, but will always be under the direction of the Tracsis Events Transport Manager.

### *Coach Packages*

When booking their event ticket, visitors will be able to select a coach package, which includes coach transport to and from the event from various locations, as well as an event entry ticket. At the time of writing, the destinations for this service are not yet known, however it is likely that they will include London, Chelmsford, Ipswich, Luton, Milton Keynes, and other areas further afield. Coach packages will be made available dependant on the demand, and final destinations will also be decided on after considering demand for any particular area.

Coaches will all drop off and pick up in a dedicated area of the Transport Hub.

### *Rail & Ride*

The majority of event visitors are expected to utilise the Rail & Ride services on offer. Again, these should be booked at the same time as booking event tickets.

Two rail hubs will be used: - Welwyn Garden City, for visitors arriving from London and the South, and Stevenage, for those arriving from the North. Dedicated shuttle buses will operate from these hubs, directly into the event Transport Hub.

The event organisers will enter into dialogue with the appropriate rail operating companies, to agree service levels and use of pick-up areas at stations, and to ascertain if any additional rail resources are required, such as additional services or extra carriages. This will be an ongoing process, and will be developed according to the expected demand, predicted by ticket sales.

Both of these stations have extensive public parking spaces available in close proximity, should event visitors decide to drive there to get on a shuttle, rather than use the train.

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During the ingress period, buses will operate on a continual loop from each of the rail hubs. During the event live hours, all buses will be staged within the transport hub, ready for egress.

The number of buses allocated to each rail hub will be fluid, according to the demand. Including loading/unloading times, a round trip from the event site to the rail hub, and back to the event site, are estimated as:

Welwyn Garden city:	30 minutes
Stevenage:	1 hour

As the event stages will have staggered closing times, we expect there to be an associated staggered egress from the site. As such, the egress phase will commence at 2100, but may be started earlier, if inclement weather or other factors instigate an earlier departure time for visitors. We envisage that buses to Welwyn Garden City will be able to make a minimum of 3 round trips for egress, those to Stevenage will manage at least two trips. Bus timetables will be finalised at a later stage, but will be scheduled to ensure that all visitors can get transport back to the relevant rail hub in time for the last train.

### *Rail & Walk*

Attendees will be encouraged to take up the Rail & Walk option, which is the most environmentally friendly and healthy way to travel to the venue. This entails a rail journey to Welwyn North station, in the village of Digswell, followed by an approximately 2 KM walk to the venue. The walking route will utilise existing footways, and will not use the B1000. The route will be lit with festoon lighting, and will be managed by security personnel and crowd stewards. Toilets and water points will also be available along the route. Access to the private housing complex known as Tewin Water will be restricted by the use of fencing and security personnel, as required.

### *Park & Ride*

For some attendees, the use of the rail network may not be practicable. Whilst we will encourage people to use the rail & ride service, even if it means driving to a station, we accept that some people will want to travel by car. To facilitate this, we will operate park & ride services from agreed locations. At the time of writing, no venue has been selected, as discussions need to take place with the respective land owners prior to any confirmation. At this stage, we are looking at potentially utilising the existing Park & Ride site at Hatfield University, and possibly Fairlands Valley Park in Stevenage. Both of these sites will produce a round trip time for buses of approximately one hour, again enabling buses to make at least two journeys during the egress phase.

Full details of agreed sites, timetables, capacities, etc will be included in the Traffic Management Plan.

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### *Transport Hub Operation*

The transport Hub will be set up with dedicated areas for each of the transport options available.

Shuttle buses will have dedicated bus stops allocated to each of the destinations, and fencing barrier will be used to build waiting areas for each area.

All vehicles will enter the Transport Hub via Red Gate, and exit via Green Gate.

## **Traffic Management**

### *Road Closures*

Several road closures will be implemented, to prevent attendees trying to access the festival by car (other than VIP and accessible visitors), and to prevent nuisance parking in residential areas. Full details will be written in to the TMP, but in brief, the following closures are likely to be implemented:

- B1000, Hertford Road, between the A1000/Bessemer Road roundabout, and the B1000 junction with Hens Lane.
- B1000 Waterside, between the B1000 Hertford Road and Mundells.
- Churchfield Road, from the B1000 Hertford Road, to the junction with School Lane and Archers Green Lane.
- Archers Green Lane, from the junction with Churchfield Road to the B1000 Hertford Road.
- School Lane, from the junction with Churchfield Road to the junction with Lower Green.

### *Other Restrictions*

Restricted access to Tewin, Burnham Green, and the Digswell and Haldens estates. Signage will indicate “No Access to Festival” and “Residents Access Only”, and key points will also have Traffic Management staff positioned at them. Access to all businesses within the restricted areas, and deliveries to all properties, will be maintained at all times.

### *Vehicle Passes*

Residents vehicle passes/permits will be distributed to all local residents affected by any of the road closures or restrictions. These will allow vehicles to access their properties through the relevant road closures at all times during the festival. Passes will be colour coded, to prevent abuse of the system.

Passes will be delivered to all relevant properties one week before the event. A covering letter, explaining the pass system, and two vehicle passes, will be delivered to each property. Residents can request more passes by email, as required, and will also be available for collection from the event site.

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### *Road closure Staff*

All road closure points will be staffed at all times by suitably qualified and experienced operatives. They will all be fully briefed on who/what vehicles are allowed through their closure points, they will have crib sheets showing which vehicle passes allow access to where, and they will have details of alternative routes and diversions for vehicles not allowed through any point.

### *Signage*

Tracsis Events will provide all directional signage and external Traffic Management equipment required. Appropriate permissions and tto's from the relevant authorities will be sought for all signage and TM required.

### *CSAS (Community Safety Accreditation Scheme)*

At this stage, it is not known if any CSAS accredited traffic personnel will be required. It is possible that they may be deemed beneficial at key junctions, rail hubs, etc. If it is decided that they are required, all personnel deployed in such roles will have the appropriate accreditation from the relevant police force.

### *Diversion Routes*

To facilitate the closure of the B1000 Hertford Road and Waterside, a diversion route will be signed, using the following route:

From West to East (route reversed for East to West): Bessemer Road, Mundells, Herns Way, and Herns Lane.

An additional West to East diversion route will be signed for vehicles heading to Hertford, using Mundells, then Black Fan Road, Cole Green Lane and Birchall Lane, to the A414 Hatfield Road.

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