



# ROSSI IN THE PARK

# TRANSPORT & TRAVEL PLAN 2026



# ROSSI IN THE PARK TRANSPORT & TRAVEL MANAGEMENT PLAN 2026

## VERSION CONTROL

Version	Date	Revised by	Purpose	Summary
v1	04/03/2026	NW	First Draft	Creation of document
v2	11/03/2026	NW	Updates	Updates after internal review

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# 1. EVENT DETAILS

## ROSSI IN THE PARK 2026 – 18th July 2026

Blanche London presents a one-day outdoor electronic music concert headlined by Rossi, conceived as a celebration of contemporary club culture that fosters community, inclusivity and shared experience. Curated around the headline artist, the programme brings together established and emerging electronic music talent in a carefully considered daytime-to-evening format that prioritises musical quality, audience wellbeing and responsible event delivery. Set within a public park, the festival focuses on creating a welcoming environment where music, spatial design and audience flow encourage positive social interaction, with particular emphasis on respectful behaviour, safe enjoyment and consideration for the surrounding community, while operating in full alignment with licensing, safety and environmental expectations.

### 1.1 SUMMARY TABLE

Event Type	Music Event
Event Location	Lordship Recreation Ground, London
What 3 Words	///pull.frame.rapid
Event Date	18/07/2026
Capacity	Up to 5,000
Event Opening	14:00
Event Close	22:30 TBC - Potentially 23:00 pending premise license
Staff Car Park Timings	14/07/2026 - 16/07/2026 - 08:00-18:00 17/07/2026 - 18/07/2026 - 08:00-01:00 - Site may be active overnight - TBC 19/07/2026 - 20/07/2026 - 08:00-18:00
PUDO Timings	18/07/2026 - 12:00 - 00:00
Build Start	14/07/2026
Break Finish	20/07/2026



## 2. STAKEHOLDERS

Name	Organisation	Email	Role
Will Paterson		wpaterson6870@gmail.com	Festival Director
Ali Reza Faghihi	Blanche London		Director of Blanche
Dr. Nikia Hatami	Blanche London		Director of Programming & Creative Strategy
Parham Mirnorouzi	Blanche London		Director of Hospitality & Commercial Operations
	We Make Things Happen		
Simon Legg	EP Team	simon.legg@epteam.co.uk	Owner
Niall Ward	EP Team	niall.ward@epteam.co.uk	Traffic Planner
Martin O'Connor	EP Team	martin.o'connor@epteam.co.uk	Traffic Planner
TBC	Local Authority	TBC	TBC



# 3. TRANSPORT OVERVIEW

EP Team has been contracted by Will Paterson to provide the Zone EX operation for ROSSI in the Park. At the core of this plan we will prioritise the safety of all involved while offering high levels of customer service to all stakeholders, attendees and local residents through the following measures:-

- Minimise where possible disruption to the local businesses and residents
- Maintain a safe environment for local residents, public and visitors
- Utilise Traffic Management techniques, signage and stewarding to create safe travel corridors
- Liaise with all key stakeholders including the Local Authority, Police and other Statutory Bodies
- Communicate plans with local residents and community groups in advance of the event

As this is a new venue for all involved we will endeavour to create the most suitable plan based on previous experience from similar events and audience demographics. With the aim of learning and upscaling for larger events at this venue in the future.

Due to the location of this event it is expected that 99% of attendees will travel to the event via Public transport or Private Hire vehicles.

The event is 18+ with crowd demographics that are projected to be a 50/50 split of males to females, with the majority of the audience aged 22-35 years old.

## 3.1 MANAGEMENT OF PRODUCTION TRAFFIC

All production traffic involved in the build, live and break phases of the event will have a predetermined travel plan ensuring direction is towards the production gate on Lordship Lane. Signed routes will be implemented from Downhills Way and Bruce Grove.

## 3.2 RESIDENTIAL PROTECTIONS

Due to the lack of attendees arriving via personal vehicles there is no requirement for enhanced residential protections. Lords Lane is already under parking restrictions via the council. Section 8.2 details minor protections recommended by EP Team.

## 3.3 PUDO (PICK UP / DROP OFF)

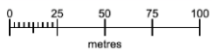
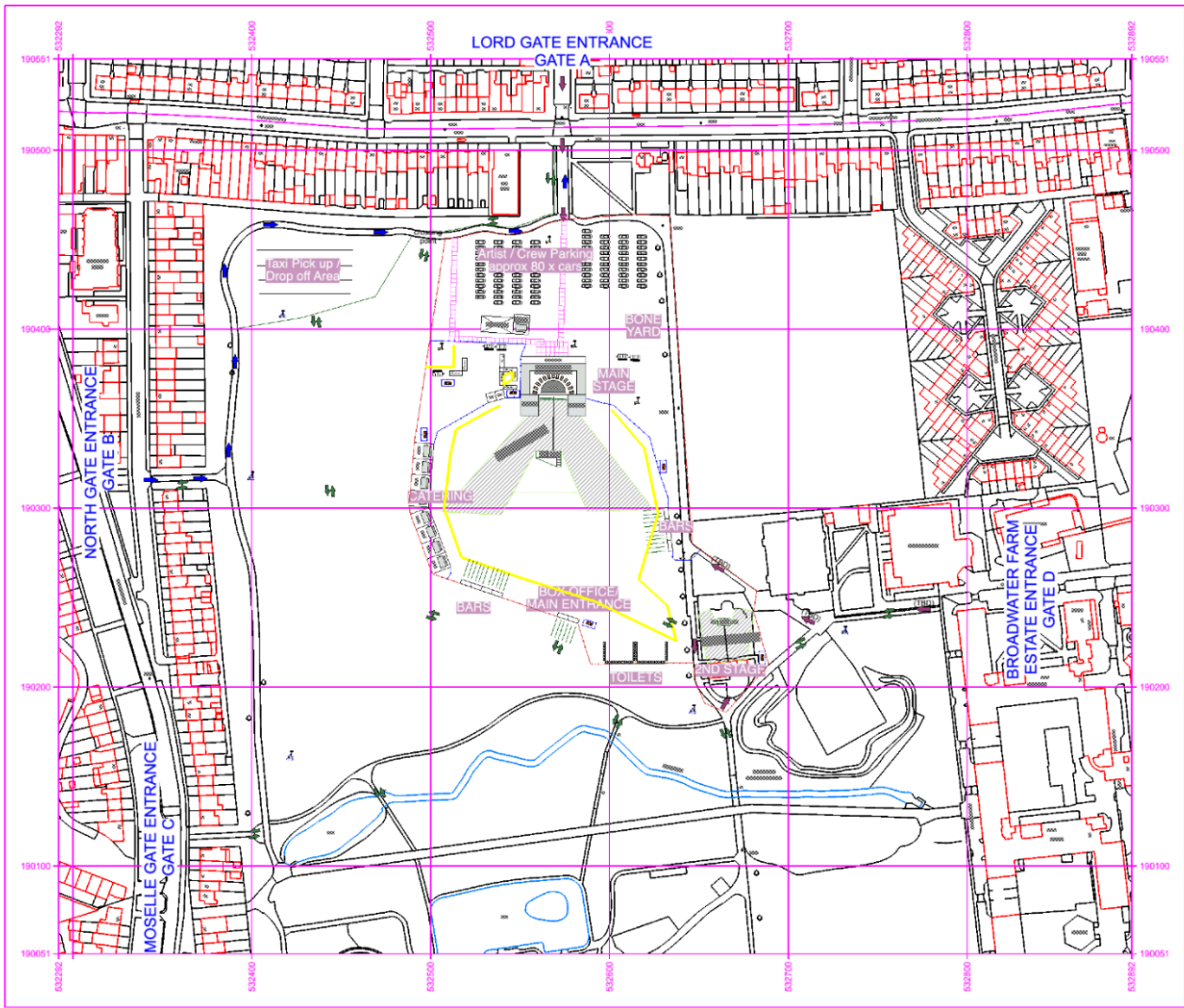
Design and implementation of a well thought out PUDO (Pick up and Drop Off) operation to accommodate the estimated numbers of attendees travelling via private hire is integrated into this plan

## 3.4 DIRECTIONAL SIGNAGE PLANS

Creation of a comprehensive signage plan to direct traffic to the correct access to the PUDO area.



# 4. SITE PLAN



Emergency Vehicle Route	Drive over cable ramp	
Pedestrian entrance/egress/queue	Tree Lighting	
Public Vehicle Route	Picnic Bench	
Production Vehicle Route (large)	Toilet Trailer Unit	
Staff Vehicles / Small Production	Portaloos / Urinal	
Heras fence line	Marquee	
Gateway / opening	Catering Unit and Pitch	
Post and Rope	Stretch Tent	
PED / GT Barrier	Artic Lorry / Tour Bus	
Front of stage Barrier	Trackway	
Generator / Power	Tipi	
Lighting Tower	Bell Tent / Dome Tent	
Stand Pipe / Water Point		
Festoon lighting on pucks		
Flower power on pucks		
White Picket Fence		

**Blanche London Fest 2026**  
 V3 last updated: 18/11/25  
 (Grid squares 100m x 100m)  
 Drawing property of We Make Stuff Happen Ltd



## 4.1 EVENT LOCATION AND ACCESS POINTS

The event site is Lordship recreation ground, a 1930s public park in North London with a lake, a children's play area, skateboard park and an adventure playground.

The site can be accessed through 9 pedestrian gates located on all sides of the park. Vehicle access will be facilitated by Gate A for production and PUDO entrance. Gate B will be used as the PUDO exit. Pedestrian access to the Event Site will be on the south side of the venue as seen in the site plan above.

# 5. PRODUCTION TRAFFIC

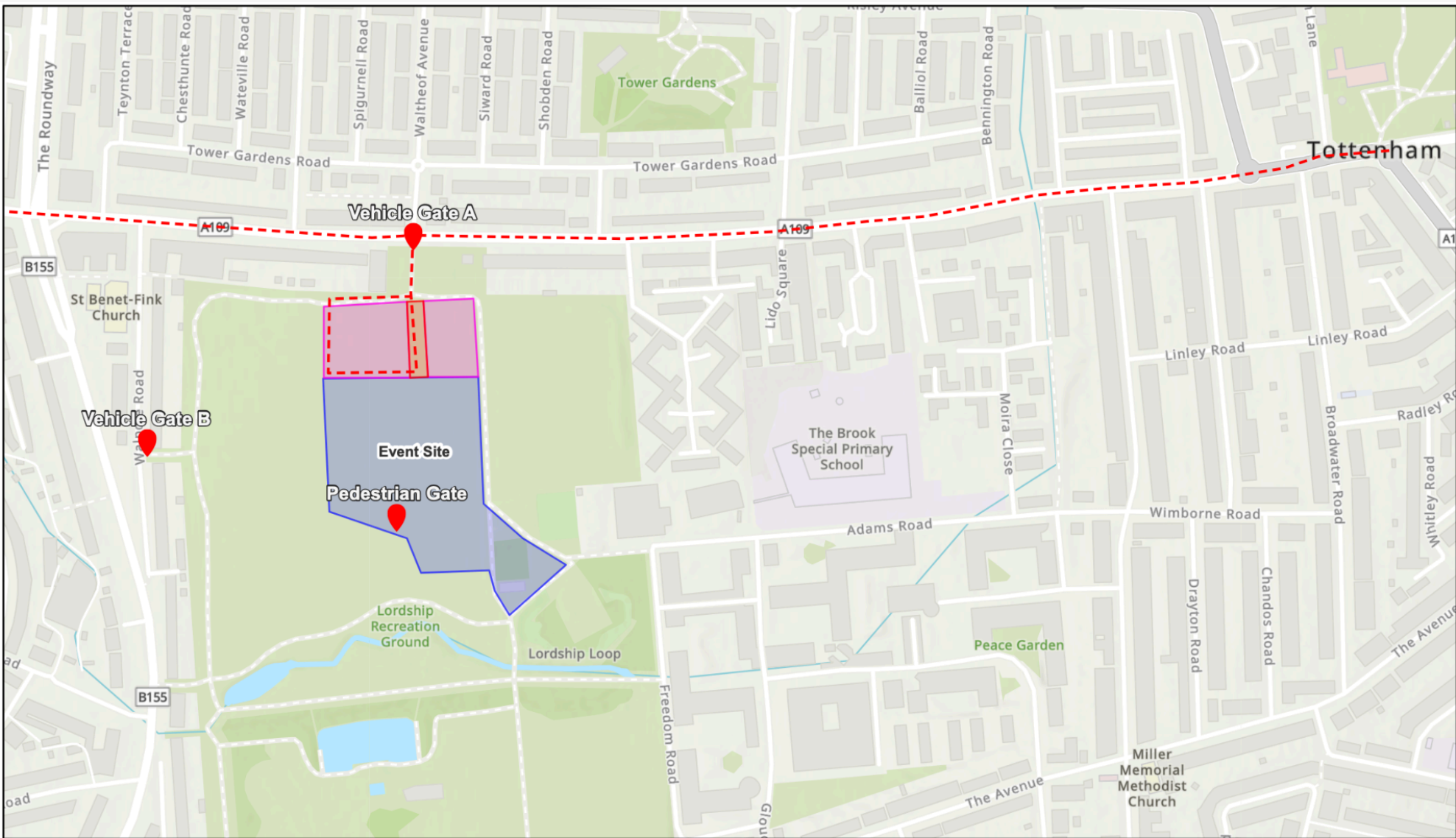
Production routing signage will be kept to minimum whilst still ensuring all production traffic is directed to Gate A on Lordship Lane. Signed routes will be implemented from Downhills Way and Bruce Grove in order to capture any HGVs moving towards site following their satnavs and avoid them going down streets that are not suitable.

Production Signage will be installed the morning of 14/07/2026 (Build Start) and removed on 20/07/2026 or 21/07/2026 depending on site clearance. 2 EP Team Traffic stewards will be onsite to aid HGVs through Gate A and to direct them to the correct location on-site accordingly. If the production team isn't ready for a specific HGV they will be directed to the holding area next to the production car park. HGVs will exit back out of Gate A. This will also be managed by EP Team Traffic Stewards.

1 EP Team steward will also be on-site to manage the production car park.

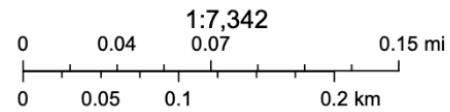
Production routing and Car Park location can be seen below.





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- - - Production Routing
- HGV Holding Area
- Production Car Park
- Rossi in the Park 2026 - Gates
- Venue
- World\_Hillshade



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, Intermap, NASA, NGA, USGS



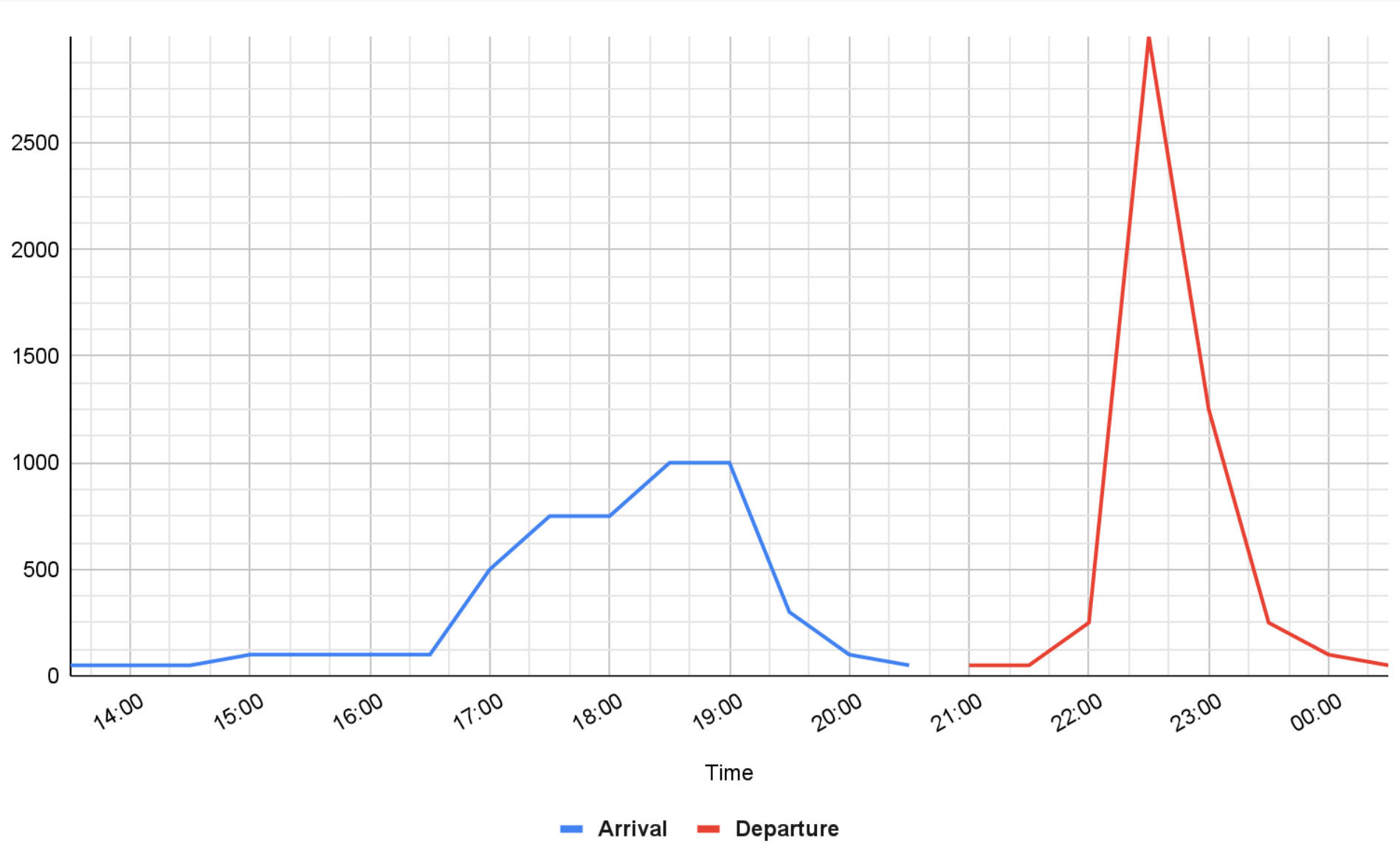
# 6. ARRIVAL AND DEPARTURE PROFILES

The chart in section 6.1 displays the anticipated arrival (ingress) and departure (egress) profiles:

- The event will begin at 14:00 and end at 22:30, potentially 23:00 depending on licensing.
- Peak ingress is expected between 17:00 and 19:30 - previous experience of this kind of event (1 main act in the evening) a large spike is expected closer to this time compared to a traditional festival arrival, typically <90mins of main artist on stage
- A small egress will begin around 30 minutes pre-show down with an estimated 7% leaving. Peak egress is expected from show-down until 60 minutes post show-down, an estimated 85% of the audience leaving within this time frame.
- These assumptions are based on previous experience of similar events and could be impacted by weather conditions, popularity of support acts and the fact that the FIFA World Cup 3rd place play-off takes place on the 18th July 2026 which is a home nation is competing in may alter the attendance level overall



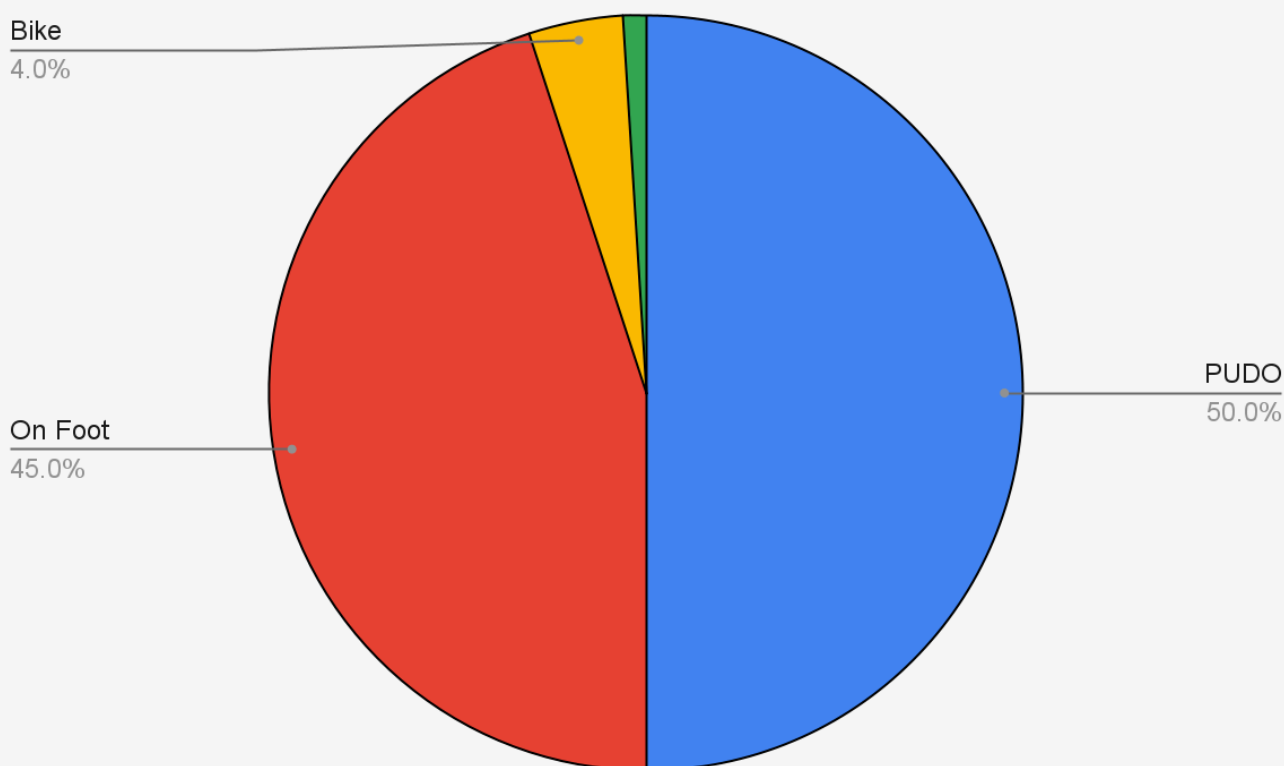
### 6.1 ARRIVAL AND DEPARTURE PROFILE CHART



# 7. TRANSPORT MODES

Due to the combination of the location of the event in North London and the lack of any significant public parking facilities nearby it is expected that all travel will be split between taxis/private hire vehicles and arrival on foot/bikes from public transport.

## 7.1 MODAL SPLITS



Mode of Transport	Percentage Split	No. of People	No. Vehicles
PUDO	50%	2500	1042
Arrival On Foot* Consists of bus, rail and underground	45%	2250	N/A
Bike	4%	200	N/A
Personal Vehicles	1%	50	N/A

\*Vehicle Numbers calculated using the average of 2.4 People per Vehicle.



## 7.2 PERSONAL VEHICLE

The only parking available on-site is for production staff or Artists. The lack of parking will be made clear on the event website. The current site-plan will provide space for approximately 200 cars. Constant assessment ground conditions and weather will be assessed on approach to the event as this may reduce the overall capacity if bad weather occurs. .

## 7.3 ACCESSIBLE PARKING

There is no current provision for Accessible Parking however this may change upon further conversation with the event organiser.

## 7.4 CYCLISTS

It is anticipated that the use of Lime bikes and other similar rental bikes will be used to access the site. These are geofenced and can only be parked in certain locations. These locations will need to be assessed and in turn potentially contact Lime and other providers to adapt their geofences for the event.

## 7.5 ON FOOT

The event is very accessible by foot and this will form a large part of our modal splits. Attendees will most likely get as close to the venue as possible via public transport and then walk from there. Public transport information is covered in section 7.7

## 7.6 PUDO

The PUDO will be located at the North-West of Lordship Recreation Ground adjacent to the event site.

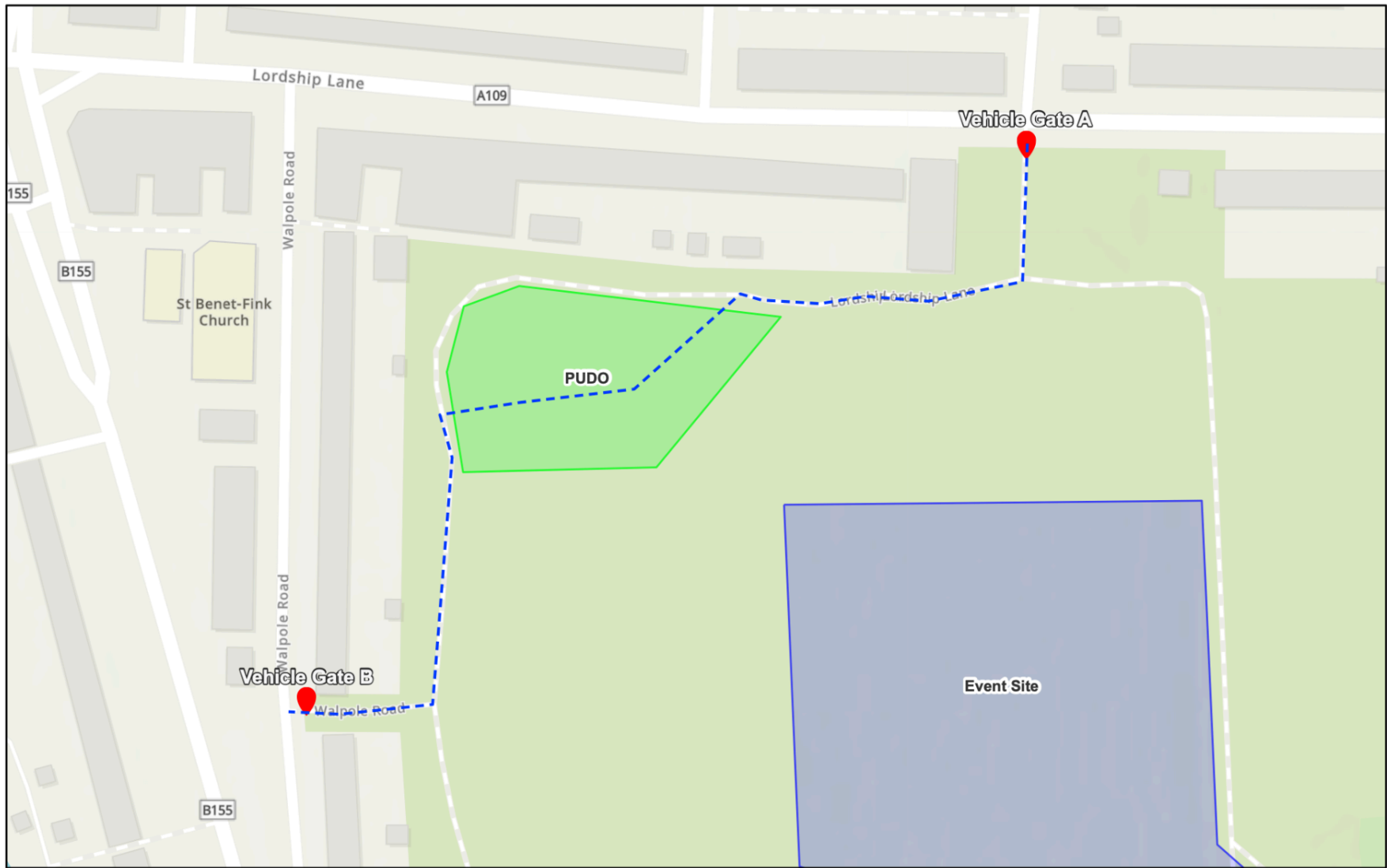
Taxis and other vehicles wishing to pick up/drop off will access the site via Gate A then be directed into the PUDO where stewards will organise vehicles into specific places to pick up and drop off. Vehicles will then exit via Gate B. A CSAS operatives will be situated on the Walpole Road junction with Lordship Lane to facilitate egress and ensure a continuous flow of vehicles exiting

As seen in the table above it is estimated that approximately 1000 vehicles will require use of the PUDO. The Purple guide states that at optimal flow rate 895 vehicles can exit a single gate within an hour therefore during peak egress Gate B along with adequate traffic measures should be able to cope with demand. A more in depth PUDO design will follow in subsequent versions of the TMP.

It is under consideration to approach Uber to create a geofence within the venue preventing pick ups in the surrounding residential areas.

The PUDO location and internal route is highlighted in the map below:





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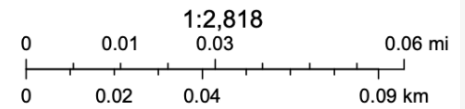
- - - PUDO Routing
- Pick up & Drop off

Venue

World\_Hillshade



Rossi in the Park 2026 - Gates



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Sources: Esri, Vantor, Airbus DS,



## 7.7 PUBLIC TRANSPORT

Due to the size of the audience and distances to transport hubs, business as usual capacities will be sufficient to deal with peak ingress and egress surges.

### 7.7.1 TRANSPORT HUB DISTANCES

Transport Hub	Mode of Transport	Distance (Miles)	Walking Time
Seven Sisters	Tube	1.3	30 Mins
Bruce Grove	Overground	0.9	20 Mins
Alexandra Palace	National Rail	1.8	40 Mins
Hornsey	National Rail	1.5	35 Mins

### 7.7.2 TUBE

The closest tube stations to the venue are Turnpike Lane on the Picadilly line and Seven Sisters on the Victoria Line both providing links to central London. However Turnpike Lane will be shut on the 18th July therefore Seven sisters is the only option. It is anticipated that attendees will either walk, cycle or use a taxi service from Seven Sisters to access the event.

### 7.7.3 OVERGROUND

The Weaver overground line services Bruce Grove Station from Liverpool Street Station. From Bruce Grove it is more likely attendees will walk or cycle as it is a shorter distance from the venue.

### 7.7.4 NATIONAL RAIL

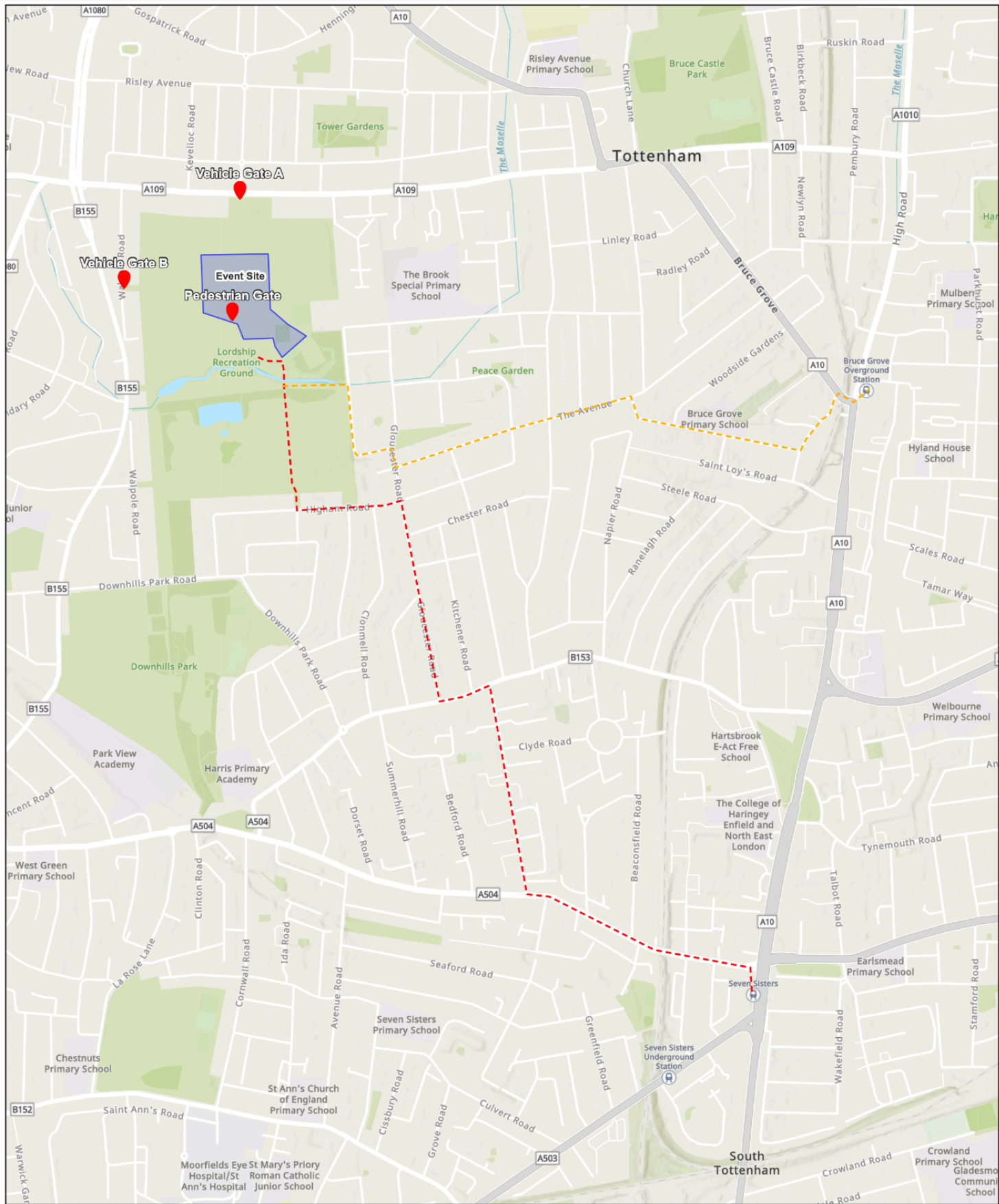
Alexandra Palace and Hornsey Stations are the closest national rail stations to the venue. It is currently estimated that these will not be widely used however a travel survey and postcode data will provide more information once tickets go on sale.

### 7.7.5 BUSES

There are multiple bus stops around the venue, the bus 243 services both Seven Sisters Underground station and a bus stop on Lordship Lane to the North of the venue. Therefore it is likely that this bus stop will be busier than other stops. This could be particularly busy at egress, A suspension of this stop could be considered to reduce overcrowding on Lordship Lane.

Walking routes to Primary Public transport hubs are shown below:



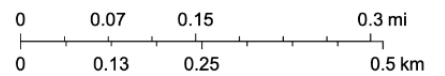


3/9/2026

Rossi in the Park 2026 - Walking Routes

- - - Seven Sisters Walking Route
- - - Bruce Grove Walking Route
- 📍 Rossi in the Park 2026 - Gates
- Venue

1:11,596



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Esri, Intermap, NASA, NGA, USGS



# 8. TRAFFIC MANAGEMENT

Traffic Management operations, personnel and infrastructure will be provided by EP Team.

## 8.1 SIGNAGE

EP Team prints all signs in house and has a vast supply of stock signage. All signs will comply with Chapter Eight Guidelines and will be produced on Dura Plate Class II reflectivity. Lettering will be black vinyl on yellow at a minimum x height of 60mm. Signs will be erected in accordance with the New Roads Street Works Act 1991. Trained EP staff members will place signs as directed by the maps and sign schedule within this Plan. All signs will be mounted using metal-framed stanchions and secured by the use of sandbags. Signs will be marked with the EP name and telephone number on the reverse. All signs are maintained in good working order.

A team of Lantra qualified stewards from EP Team will be working on each event day to erect external traffic management. All staff will wear appropriate uniform in accordance with BS EN 4711994 Class 3 hi-vis clothing.

Signage requirements for this venue are fairly minimal the following routes will be signed:

- Production Vehicle Routing
- PUDO Routing
- Walking Routes (Custom Corex Signage on Lamposts)

## 8.2 ADVANCED WARNING SIGNAGE

Advanced warning signage will be installed 14 days pre-event to warn the community of any closures or residential protections and provide a means of contacting the event organiser for further information.

## 8.3 RESIDENTIAL PROTECTION

There are currently no requirements for enhanced residential protections however EP Team recommends that Walpole Road and Somerset close are closed with the exception of residential access to prevent any attempts at event parking. Residents within the closures will require written notification in advance. Access during the closure window will be possible for residents but background traffic prohibited.

## 8.4 CSAS

A CSAS Operative will be used during egress to promote the exit of vehicles from the PUDO. CSAS is the Community Safety Accreditation Scheme (CSAS) and is a UK-wide initiative created under the Police Reform Act 2002 that allows chief constables to grant limited, targeted police powers to employees in community



safety or traffic management roles. CSAS staff have the legal power to stop vehicles with no infrastructure in place. The use of CSAS is perfect for short periods of time when it is not feasible to use traffic lights.

## **8.5 Temporary Traffic Regulation Order (TTRO)**

EP Team in Conjunction with Blanche will liaise with the relevant authorities to obtain the correct permits for the above measures.

## **8.6 OTHER INFRASTRUCTURE**

### **8.6.1 VMS/SMART-SIGN**

EP Team will also provide an unconfirmed number of internal VMS (Or SMART-SIGN-LIVE! By EP Team) to assist with directing pedestrian traffic to and from the event towards their desired destination.

# **9. EMERGENCY ACCESS**

All emergency access routes will remain clear throughout the duration of the implementation of the traffic management services. Any emergency vehicle that approaches a road closure will be given full access. All Traffic Stewards will be briefed with this information.

Any Emergency vehicles on Blue-Lights will be allowed access to the venue, communication with event control will establish the required location of the emergency vehicle.

