



The Royal International Air Tattoo

18th – 20th July 2025

RAF Fairford
GL7 4DL

Traffic Management Plan

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The Traffic Management Plan is one of a series of Event Delivery Plans that underpins the overarching RIAT 2025 Event Plan. The purpose of this plan is to provide a detailed overview of the responsibilities, operational deployment and methodology used in a multi-agency environment serving to deliver an effective, safe and compliant Traffic Management operation. Tracsis Events are responsible, on behalf of the promoter, for the implementation of all public parking and the oversight of all external traffic management measures.

Whilst the plan, in the main, serves to detail Traffic Management procedures during the Air Tattoo's public days of 18th, 19th & 20th July; it also outlines some Traffic Management measures that will be taken outside of these days, during the pre and post show period encompassing 16th to 21st July.

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1. Event Data

Location	RAF Fairford, GL7 4DL
Dates of Event	18 th – 20 th July 2025
Opening Time/Date	07:30, 18 th July
Closing Time/Date	19:30, 20 th July
TRACSIS EVENTS Ops Dates	16 th – 22 nd July
TRACSIS EVENTS Build Dates	14 th – 16 th July
Advanced Signage Dates	12 th July
Build Signage Dates	15 th June – 9 th August
Directional Signage Dates	16 th – 21 st July
Type of Event	Air Display & Exhibition
Expected Attendance	Friday – 35,000 Saturday – 60,000 Sunday – 60,000
Camping Attendance	No public campsites operated by RAFCTE
Daily Attendance	Up to 60,000

2. Scope of Works

Service	Supplier
Build/Production Traffic	RAFCTE
Directional Signage	AA Signs RMS (A419T)
External Traffic Management	Tracsis Events (Traffic Lights, Road Closures & PATO) AA Signs (One Way Systems) RMS (A419T)
Car Parking	Tracsis Events
Shuttle Bus	Stagecoach
Coaches	Private Operators

3. Overview

3.1 The Proposed Event

The Royal International Air Tattoo (also known as the Air Tattoo or RIAT) was first staged in 1971 and is considered to be the greatest military airshow in the world. The event is held annually during the third weekend of July at RAF Fairford, its home since 1985. The Air Tattoo is renowned for its spectacular flying displays and impressive static aircraft display comprising the world's air arms and aircraft from the civilian sector.

These flying displays often feature exciting aircraft debuts, including the first public appearance of the Airbus A400M in 2010, the first ever participation of an aircraft from the Japanese Air Self-Defense Force in 2012 and the much anticipated first showing of the Lockheed Martin F-35 Lightning II in 2016. In 2018, the Air Tattoo was one of the official national events staged to mark the centenary of the Royal Air Force, RAF100, and in 2019 the UK and Swedish governments announced they had signed a Memorandum of Understanding to work towards future air combat technologies; 2019 also saw the iconic British Airways 747 in traditional BOAC livery flying with the RAF Red Arrows in formation.

The incredible flying and static aircraft displays are supported by an exciting range of ground exhibits and commercial activities, including the highly popular Techno Zone, which showcases exciting science, technology, engineering and maths exhibits to inspire a new generation. Many chiefs of overseas air forces value their individual attendance at the Air Tattoo, given the tremendous opportunities it offers in meeting with fellow chiefs and with the aerospace companies that participate. RIAT is typically attended by up to 170,000 people across three days and is a pinnacle in the international aviation calendar.

Each year RIAT tailors the air and ground activities to meet specific themes or to commemorate specific aviation anniversaries. RIAT 2025 will focus its activities in support of the following themes:

- Operational and Academic Theme – Eyes in the Skies
- Anniversary Theme – 40 years of RIAT at Fairford

RIAT 2025 is staged by Royal Air Force Charitable Trust Enterprises (RAFCTE), a company limited by guarantee that supports the charitable aims of, and passes profits to, its parent charity, the Royal Air Force Charitable Trust. The Air Tattoo could not be staged without the active support of the Royal Air Force (RAF) and the United States Air Force (USAF). The RAF has categorised the Air Tattoo as one of its key events for engagement with the public and in respect of Defence Diplomacy. Consequently, it provides significant support through the provision of the Ministry of Defence estate and RAF personnel and equipment. The USAF also provides invaluable assistance by allowing the Air Tattoo to be staged at RAF Fairford.

3.2 Operational Overview

Gloucestershire Constabulary (GlosPol) has policing primacy of the event with elements of support from Wiltshire Police (WiltsPol). Traffic management is a joint operation undertaken in partnership with the Air Tattoo organisers – RAFCTE, together with a number of their appointed contractors. A multi-agency RIAT Event Control will be established on the event site, within which a Traffic Cell staffed by GlosPol, WiltsPol, and Tracsis Events will be established for the operational control of Traffic Management at RIAT 2025.

3.2.1 Operational Partners

(i) GlosPol

Traffic Bronze and Police staff co-ordinating any GlosPol officers should they be deployed in support of Traffic Management Operations detailed throughout this plan. Traffic Bronze will maintain operational oversight on behalf of the Silver Commander (Cdr.)

(ii) WiltsPol

Police staff supporting WiltsPol officers should they be deployed in support of Traffic Management Operations detailed throughout this plan.

(iii) Tracsis Events

Contracted to fulfil the role of the RIAT Traffic Manager, maintaining operational oversight of the Traffic Management Plan on behalf of RAFCTE.

Contracted to provide Police Accredited Traffic Operatives (PATOs) in specific areas as detailed in this plan.

Contracted to provide Car Parking services for the management of all Public Car Parking areas.

Contracted to undertake the manual operation of temporary or existing traffic light signals in certain locations.

(iv) Kelly Bros

Contracted to supply mobile, remotely controlled Variable Matrix Signage (VMS)

(v) AA Signs

Contracted to undertake the supply, deployment and retrieval of road signage, No Waiting cones, and other traffic management coning/schemes.

(vi) AA Recovery

Providing AA breakdown cover and membership services in support of RIAT 2025.

(vii) Gloucestershire Highways

Contactable via the on-call GCC Silver Officer (details contained within the GCC Operations Order).

(viii) Road Management Services (Gloucester) Ltd

Responsible for the provision of certain traffic management arrangements on the A419(T), specifically:

- Central crossing closures at Castle Eaton, Kingshill, and Widhill Farm
- Southbound lane restrictions/Closure between Latton and Cricklade

(ix) Stagecoach

Providing bus transport to RAF Fairford from Cheltenham Racecourse (for a 'Park & Ride; service) and Swindon Bus Station (for shuttle and 'Rail & Ride' services). These services will run on 18th, 19th, and 20th July.

(x) NSL

Gloucestershire County Council's appointed parking enforcement service will be contracted to provide dedicated Parking Enforcement Officers as follows:

- 16th & 17th July 1 Officer, 0800 to 1600 hrs
- 18th, 19th & 20th July 1 Officer, 0700 to 1500 hrs / 1 Officer, 1000 to 1800 hrs
- 21st July 1 Officer, 0800 to 1600 hrs

4. Event Traffic

4.1 Primary & Additional Routes

There are four designated and signed public routes, all of which are intended to service the event from a particular approach direction (all route mapping is replicated in Appendix A). Each route takes account of the proximity of the three main deeder motorways:

- From the M5 to the west, traffic is directed onto the **Green Route**
- From the M4 to the south, traffic approaches via the **Blue** and **Brown Routes**
- From the M40/A40 to the north-east, traffic uses the **Red Route**

All three Primary Routes (Green, Blue & Red) have designated Alternative Routes for the use in the event of a route becoming blocked or otherwise compromised.

Three additional routes exist:

- **Purple Route (1)** for the VIP traffic, shuttle buses, and crew transport approaching the airfield from the south.
- **Purple Route (2)** for the VIP traffic approaching the airfield from the north
- **Black Route** is reserved for emergency access/egress and consisting of a sterile, non-public route to the north of the airfield and accessible via the A417 to the west of Fairford

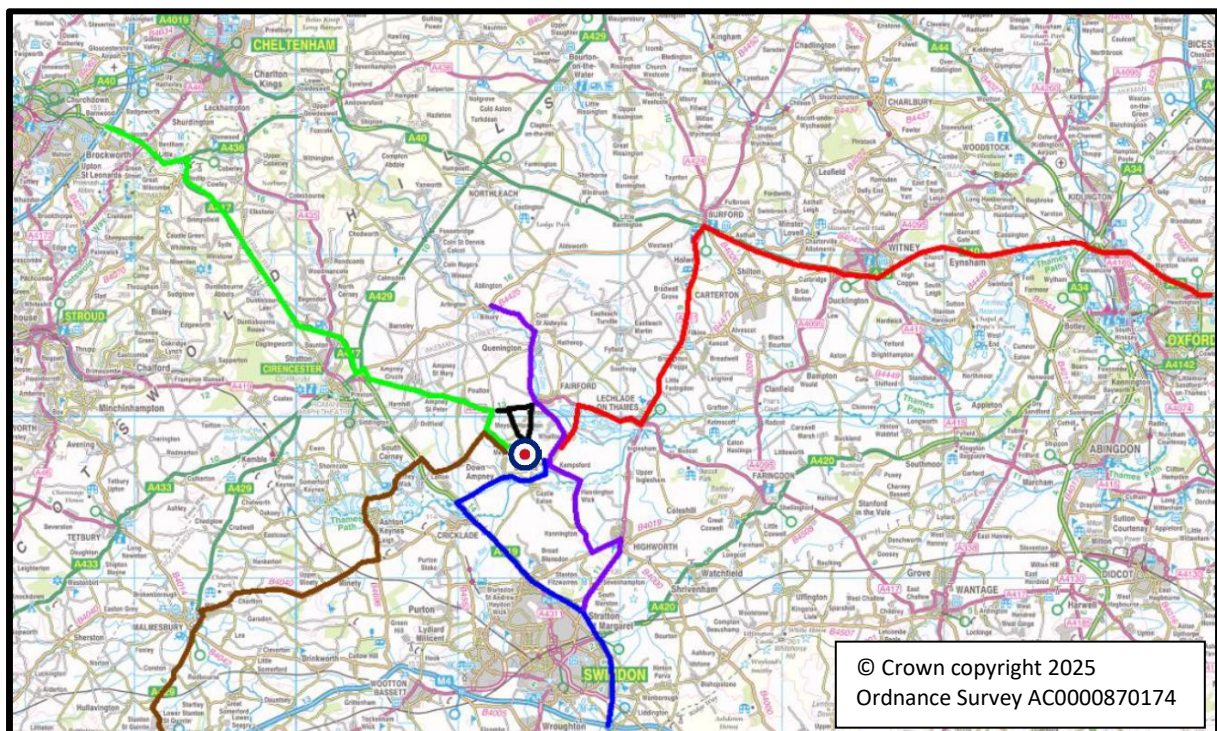


Figure 1 - Overview of Routes

4.2 Expected Traffic Levels and Arrival Times

Unless explicitly stated to the contrary, Car Park Gates and Customer Security Checkpoints will open at 0600 hrs, whilst Customer Ticket Checkpoints, permitting access to the Showground, will open at 0730 hrs daily.

Traffic movement is divided into specific Entry and Exit Phases. For Green, Blue, and Red Routes the switch to the Exit Phase will be prescriptive, in order that any variations in traffic coning and/or flow direction are simultaneously carried out. Whilst the Exit Phase is programmed to begin not before 1500 hrs, it may, if circumstances dictate, be subject to change.

The GlosPol Bronze Traffic Officer located will give the order for the 'Exit Phase' to be put into operation, whilst allowing sufficient time for signing alterations and/or traffic management systems to be enacted.

As an exception to the foregoing, Purple Route (1), due to its length and nature of use, will change to the Exit Phase at 1500 hrs.

4.3 Vehicle Pass System

Numerous vehicle passes will be utilised during the course of RIAT 2025 and details in respect of these are contained within the Delivery Instruction No 4.3 – Pass System. The vast majority of these passes relate to the facilitation and restriction of movement within the confines of RAF Fairford and, as such, are not of concern to individuals employed upon Traffic Control duties.

There are four notable exceptions, examples outlined in Appendix B:

- Guest Pass
 - A user-printed purple or monochrome pass issued to all VIPs and some other specific guests, together with Aircrew Transport and Shuttle Buses that facilitates movement on the Purple Routes to Gate G
- Accessible Vehicle Pass
 - A Red/Green diagonal striped pass, designed to be hung from the rear-view mirror and issued for the identification of pre-booked accessible guests, thereby allowing access to a dedicated parking area within the:
 - Red (on-base) Car Park accessed via Gate E on 18th, 19th & 20th July
 - Green (on-base) Car Park accessed via Gate M on 19th & 20th July
- Residents' Sticker
 - A Burgundy sticker that identifies the holder as a local 'Resident'. Whilst this pass does not confer any specific rights of movement or access, it does serve to assist traffic control staff in the identification of residents and facilitate their movement, where possible
- Coach Passes
 - A range of coaches will travel to RIAT 2025, following the standard AA event signage. Notwithstanding this, three categories of coaches, all utilising Gate G, will be specifically 'badged' with a sign indicating their direction of travel upon reaching Gate G as well as displaying the appropriate RIAT vehicles pass. These are:
 - Cheltenham Park & Ride
 - Swindon Shuttle
 - Charter Coach

5. Traffic Operation Overview

5.1 Car Parking

The majority of visitors to the event will arrive by private car. The event car parks consist of 'on-base' hard standing car park areas together with the laying of tracking at entrances to, and areas, within, existing 'off-base' field car parks. The changes continue to be refined year on year.

Each of the Primary Routes is assigned car parking facilities which bear the same colour code as the route itself. Car Parking arrangements may be summarised as follows:

5.1.1 Green

A small area of hardstanding, consisting of the southern portion of the 'Christmas Tree' accessible via Gate M, will be allocated for accessible parking (c. 1,100 vehicles). All other parking (c.5,800 vehicles) will be on off-base field areas to the west of Marston Meysey Lane. These will be accessed via Green Gates 1 & 2, off the Meysey Hampton to Marston Meysey Road. Pedestrian access from the off-base Car Parks will be via Gate N.

5.1.2 Blue

Located to the south of the airfield, these car parks are wholly outside the confines of RAF Fairford utilising field sites situated between the villages of Kempsford and Dunfield (c.6,400 vehicles). Pedestrian access from these car parks will be via Gate K.

5.1.3 Red

(i) Off-Base

Located upon field areas to the southeast of Whelford Road and accessed by vehicular traffic via Washpool Lane and Red Gate 1 (c.5,500 vehicles). Pedestrian entry from the car parks will be via Gate F

(ii) On-Base

Accessed via the Whelford Road and Gate E, the car parks are located on and around the southeast loop area of the airfield (c.3,580 vehicles). They utilise a mixture of hardstanding and proportionally smaller grassed areas.

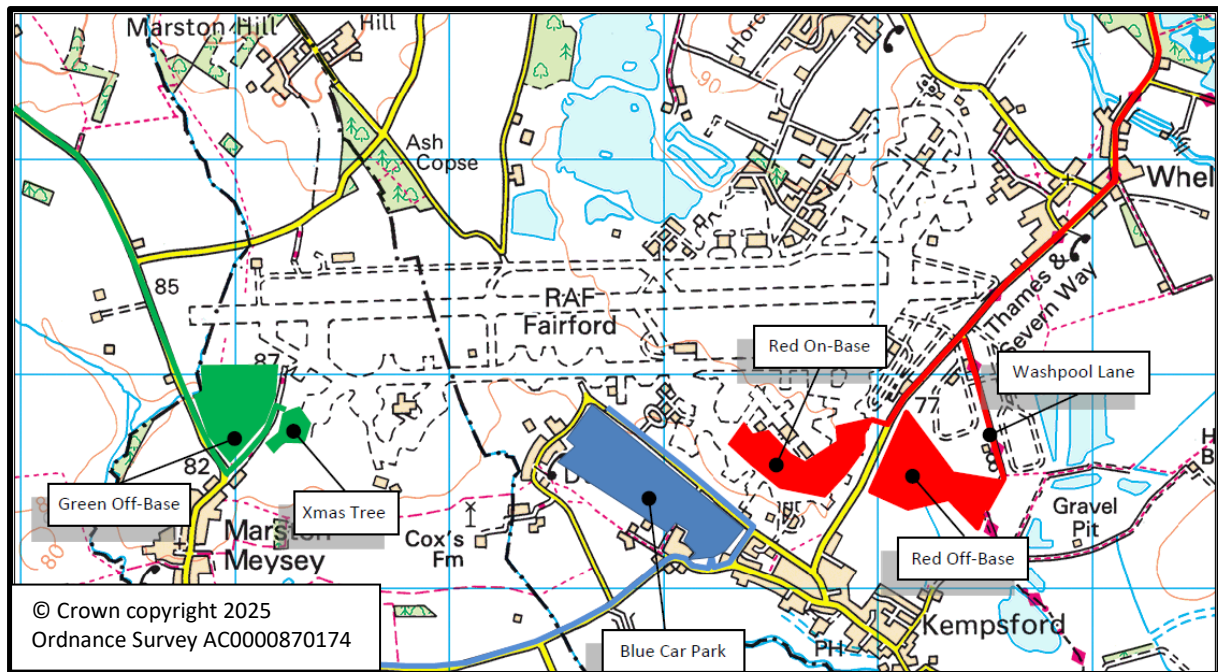


Figure 2 – Overview of Car Parks



Figure 3 - Overview of Airfield Gates

5.1.4 Early Arrivals

There is no provision for early arrival car parking

5.1.5 VIP/Guest

Vehicles approaching on the Purple Routes will utilise the Guest Car Park, situated within the confines of RAF Fairford, normally accessible via Gate G. In extremis, consideration will be given to utilising Gate I.

5.1.6 Accessible

Provision will be made for all pre-booked customers requiring accessible parking to utilise a reserved hard-standing area within the Red or Green Car Parks. Their vehicles will display a distinctive Red/Green striped Accessible Vehicle Pass and be provided with details of 'Pre-Booked Accessible – Routing Advice' (Appendix C).

For any non 'pre-booked' cars, these will be parked as close to Customer Security Checkpoints as is possible and further assistance provided, where available, in concert with Customer Services & Admissions staff located close to the Car Parking areas.

5.2 Charter Coaches

These will be directed to approach the airfield by means of the Blue and Red Routes. Ultimately, both routes give access to Gate G, from where the vehicles will proceed to the Bus & Coach Terminus located in the vicinity of the 'Tanker Lanes' to the east of Bays 16 and 17.

Overflow coach parking is available at Bay 28, should the need arise.

To depart the airfield, coaches will proceed via the internal perimeter road to exit via Gate E.

Charter Coach routings will be advised to operators as follows:

- Red Route
 - A361 south from Burford, through Lechlade town centre departing on the A417 towards Fairford. Remain on the A417 to the Shell Garage then turn left onto Whelford Road to Kempsford following signs for, and entering the airfield at, Gate G
- Green Route
 - Remain on the A417/A419(T) south to the junction with the B4696 Spine Road, then depart left via Latton to merge with the Blue Route at the C124 to Kempsford before entering the airfield at Gate G
- Blue Route
 - A419(T) north towards Cricklade, exiting left immediately after Cricklade in order to join the C124 Kempsford and entering the airfield at Gate G

All coach passengers alighting at the Terminus will proceed towards the showground via the Yellow Customer Security Checkpoint that is situated at the south-western end of the Tanker Lanes.

Customers terminating their journey at the Overflow Coach Park at Bay 28 will utilise the Red Customer Security Checkpoint.

5.3 Swindon Shuttle Buses

A service operated by Stagecoach between Swindon Bus Station and RAF Fairford on 18th, 19th & 20th July.

Vehicles will enter the airfield via Gate G and join the internal perimeter road. Passengers will alight at the Bus & Coach Terminus located within the 'Tanker Lanes' to the east of Bays 16 and 17. Buses will return to Swindon to collect more passengers, leaving the airfield via Gate E (Gate F in extremis). Whilst the Entry Phase is in operation, buses will be routed inbound on the Purple Route and outbound on the Blue Route.

During the Exit Phase, the shuttle bus route will reverse, with buses approaching the airfield via the Blue Route. The outbound bus route will remain flexible, with decision lying with the Bus Operating Manager as to whether the Purple or Blue Route is utilised – mostly dependent on congestion levels.

All internal arrangements beyond Gate G remain unchanged regardless of the phase of the operation.

All bus passengers alighting at the Terminus will proceed towards the showground via the Yellow Customer Security Checkpoint that is situated at the south-western end of the Tanker Lanes.

5.4 Futures Friday – Friday 18th July

Approximately 9,000 schoolchildren will visit the Air Tattoo on Friday 18th July. A significant proportion of these will arrive by coach/bus. They will all be directed to approach RAF Fairford via the Red Route and enter the airfield via Gate E.

5.5 Vehicle Breakdowns

AA Patrol Officers, who will be in communication with the Traffic Cell, will provide limited breakdown facilities within the confines of the airfield, car parks, and approach roads. Their primary role will be to remove vehicles in order to maintain traffic flow; any further assistance provided will be by private agreement with the motorist concerned.

5.6 Non-Public Entry/Exit

Access to the site will, in the main, be via Gate G which is open on a 24-hour basis commencing 0515 hrs on Thursday 17th July.

5.7 Air Tattoo Live Radio

This will broadcast music, display commentary, and general visitor information within a radius of approximately 8 miles of the airfield. An Air Tattoo Live reporter will broadcast live traffic updates throughout the entry and exit phases on 18th, 19th & 20th July. Signs will be displayed on all routes detailing the operating frequency of radio broadcasts.

5.8 Drop-Off and Pick Up Points

There are no designated drop-off or pick up points for visitors utilising taxis etc. Any visitors making enquiries in advance of the event will be advised of suitable locations dependent upon their direction of travel and personal requirements.

5.9 Bicycles

These will not be permitted to be taken onto the showground by members of the public. There will be areas within, or near to, public car parks where customers may leave their bicycles.

5.10 No Waiting Restrictions

The enforcement of no waiting restrictions falls to Gloucestershire County Council and their contracted agents (or the equivalent agency within Wiltshire). In order to avoid parked vehicles impeding the free movement of traffic, it will be the responsibility of AA Signs to position No Waiting signs at agreed locations under the provisions of Temporary Traffic Regulation Orders. Some additional sign posting, staking, and taping will be undertaken by RAFCTE.

5.11 Kempsford One-Way System

Areas of Top Road and High Street, Kempsford will be subject of a Temporary Traffic Regulation Order from 0600 hrs, Friday 18th July until approximately 2100 hrs, Sunday 20th July, thus permitting a one-way clockwise traffic system to operate.

The Kempsford one-way system will allow vehicles from all converging traffic routes (Blue, Purple 1 and Purple 2), as well as any through traffic, to adopt a clockwise circulatory route around the village thereby reducing vehicle confrontation.

In the event of any very large vehicle being unable to negotiate the village, ad-hoc contingency plans exist to suspend the one-way system in order to allow such vehicles to be escorted along Top Road and High Street against the one-way traffic flow.

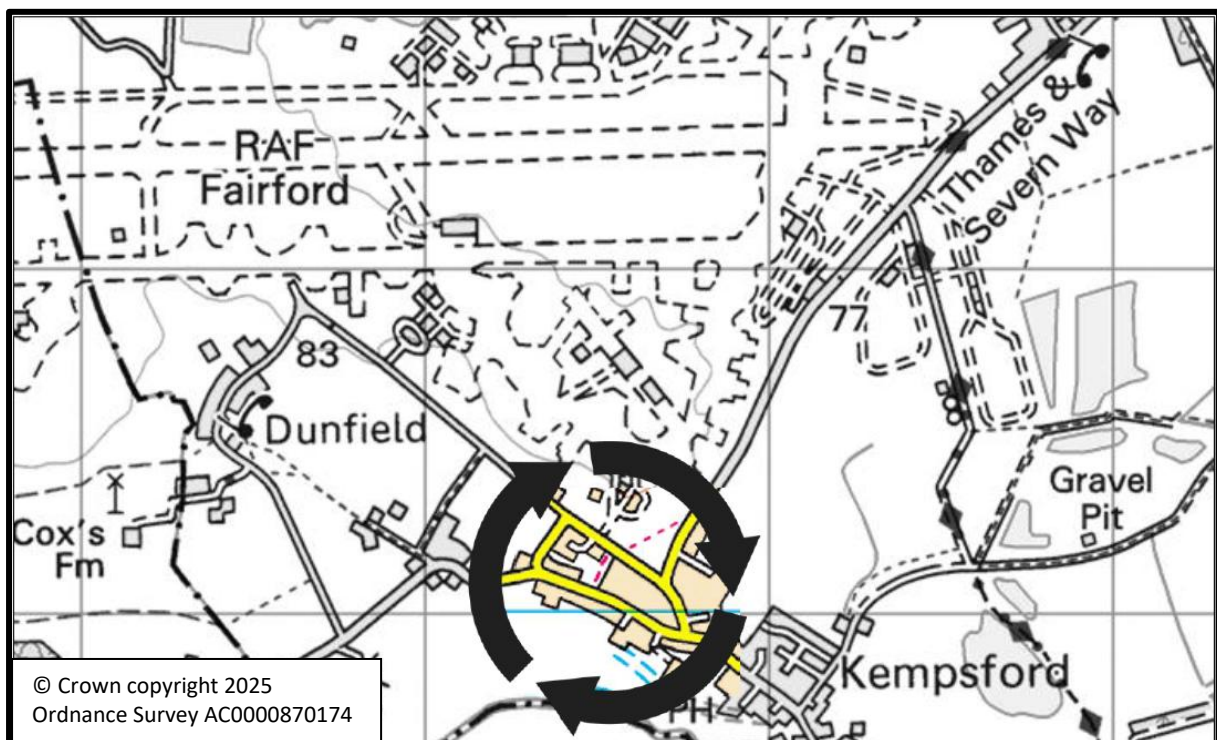


Figure 4 - Kempsford One-Way Loop

6. Red Route

6.1 General

Historically, this route has been subjected to high volumes of traffic resulting in some significant delays. The A361 from Burford to the north is the designated route. However, although not signed or promulgated, traffic also enters Lechlade from the east along the A417 from Faringdon and along the A361 from the south through Highworth. In an effort to ease traffic congestion on the primary route, an Alternate Route by-passing Lechlade town centre will be utilised.

6.2 Primary Route

The Primary Red Route takes traffic from the northeast, namely the M40/A40 via Oxford to Burford, where it joins the A361 to Lechlade, departing the town centre to the west along the A417. Some 2.6 miles west of Lechlade, the route turns south along Whelford Road via the village of Whelford and approaches the Red Car Parks situated within the eastern confines of the airfield perimeter and external fields (See **Figure 5** below). Tracsis Events will be responsible for manually operating the existing traffic signals at the junction of the A417/A361 and on Halfpenny Bridge in Lechlade town centre to assist the Entry and Exit Phases.

Throughout the Entry Phase on 19th & 20th July, a Temporary Traffic Order restricts the direction of traffic in Whelford Road to a one-way southerly flow. This restriction commences at the junction of the A417 ('Shell Garage') and extends, for the entire length of Whelford Road, to 'Allotment Corner' in Kempsford. Access from Kempsford to the southern portion of Whelford Road will be controlled by a Traffic Officer, who will only allow access to pre-identified individuals who are resident in the small number of houses immediately north-east of 'Allotment Corner'. Northerly travel beyond Gate F is not possible. The Exit Phase sees a reversal of the one-way order. On Fri 18th July, the above detailed Temporary Traffic Order will not be employed.

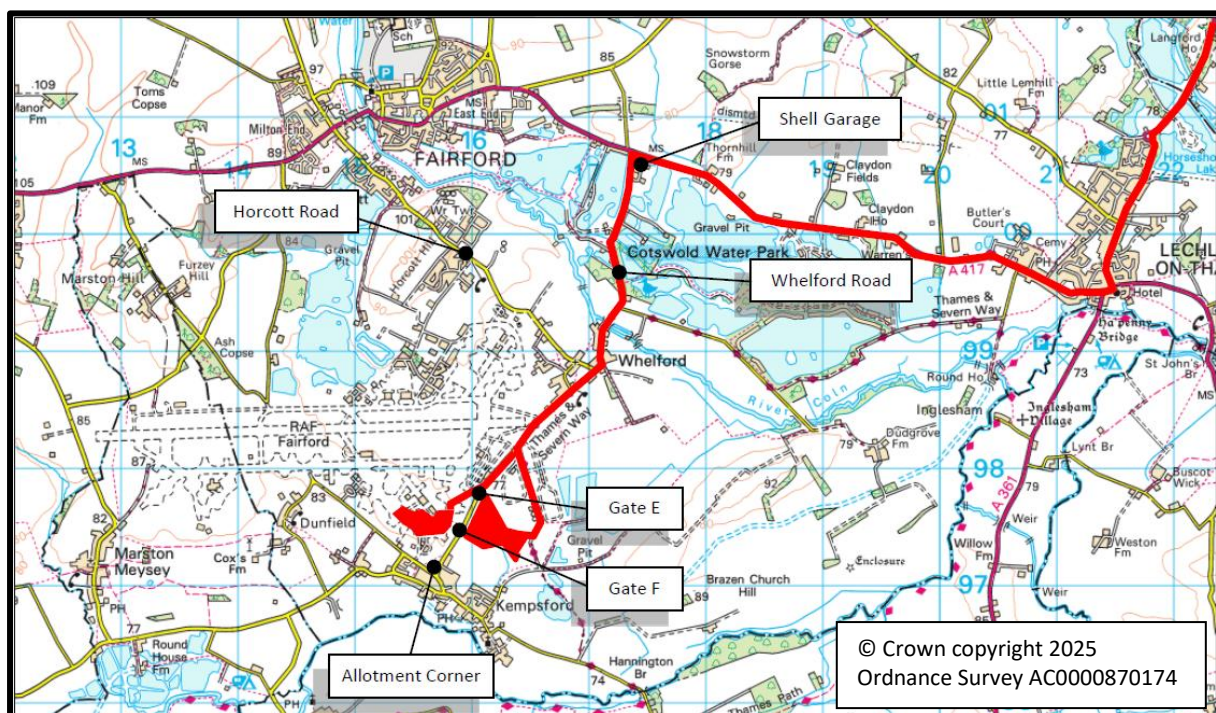


Figure 5 - Red Route

6.3 Alternate Route

When directed by Variable Matrix Signage (VMS), light vehicle traffic (cars, motorcycles etc.) will turn right from the A361, at a point 0.4 miles north of Lechlade town centre along Hambidge Lane in the direction of Quenington. Some 2.4 miles north-west they will be signed left at the crossroads to ultimately re-join the A417 at a point virtually opposite Whelford Road and adjacent to the 'Shell Garage', forming a slightly offset crossroads and merging with Red Route traffic (See **Figure 6** below).

On 19th & 20th July, AA Signs staff will deploy appropriate Traffic Management measures including central coning allowing for two lanes to be formed at the northern end of Whelford Road thus streaming vehicles to both the left and right sides. This two-lane arrangement will continue through Whelford and beyond to Washpool Lane and Gate E.

Given anticipated traffic volumes, it is reasonable to expect the Alternate Route to become operational at an early stage in the day.

Coaches will not be directed to the Alternate Route; they will solely utilise the Primary Route. Upon reaching Whelford, coaches will be directed onto Kempford before entering the airfield via Gate G, except on Friday 18th July when the 'Futures Day' event takes place and those vehicles being directed to use Gate E to access the Red on-base bar park.

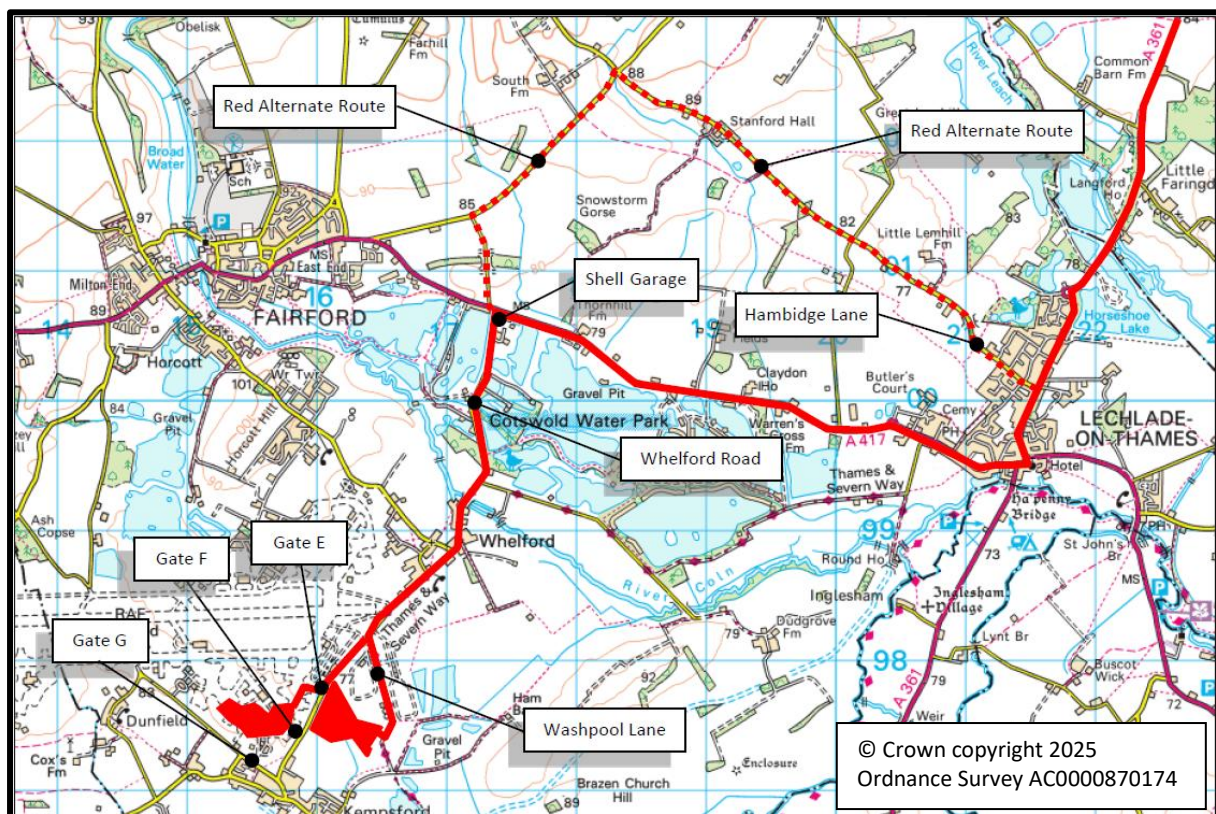


Figure 6 - Alternate Red Route

6.4 Drop-Offs

There are no specific drop-off or pick-up points for visitors utilising taxis etc. Any visitors making enquiries in advance of the event will be advised of suitable locations dependent upon their direction of travel and personal requirements.

6.5 Car Parks

Vehicular access to the On-Base Red Car Park will be via Gate E which is located on the Whelford Road. The Off-Base Red Car Park will be accessed through Red Gate 1; itself reached via Washpool Lane off of the Whelford Road. In the event of Red Gate 1 or Washpool Lane access being compromised; Red Gate 2 (located on Whelford Road) will be utilised for Off-Base Red Car Park entry.

On Friday 18th July only, the On-Base Red Car Park will be used exclusively for coaches/buses transporting schoolchildren to the 'Futures Day' event, together with those vehicles requiring accessible parking. These customers will all access the Red On-base Car Park via Gate E. All other traffic approaching via the Red Route, on Friday 18th July, will access the Red Off-base Car Parks via Washpool Lane.

The Temporary Traffic Regulation Order on 19th & 20th July allows for a dual lane, southerly flow towards the airfield. Both lanes will be signed for parking. Traffic in the nearside lane will turn left at Washpool Lane entering Off-Base Red via Red Gate 1. Traffic in the offside lane will be directed to On-Base Red via Gate E. Through traffic (for Gate G and beyond) will be signed to the nearside lane, whilst Accessible Car Parking Traffic will be directed to the offside lane.

Gates E and F will both be designated as available vehicle exit gates during the Entry Phase, noting that there is an inbound pedestrian gate immediately to the south of Gate F. It is intended that Gate E will be the primary exit and regardless of gate utilised, all traffic must turn right upon exit.

Whilst this arrangement should allow for a constant flow into the Red Car Parks, the following factors all have significant potential to adversely affect flow rates throughout Whelford Road and Washpool Lane:

- Vehicles or pedestrians crossing Whelford Road between Site 15 and Gate D. The volume of this movement is such that Temporary Traffic Lights and a Pedestrian Crossing area will be installed, immediately west of Gate D/Site 15 Front Gate
- Pedestrian movement around the junction of Whelford Road/Washpool Lane. In order to enhance safety, stewards will control pedestrian movement, working in concert with Traffic Control Officers.
- Vehicular entry to, or exit from, Wayside Camping located off Washpool Lane to the south of Site 15. Relevant advice and direction has been provided to the proprietor in this regard.
- Pedestrian movement between Red Gate 3 and Gate F. The volume of this movement is such that manned Temporary Traffic Lights and a Pedestrian Crossing area will be installed in the immediate proximity of Gate F.
- Internal Green Cone Road (GCR) traffic crossing the Red Traffic flow inside of Gate E and Swindon Shuttle & Aircrew buses departing via Gate E/F

Maintaining a constant flow onto the Car Park is the unquestionable priority. Therefore, whenever possible, precedence should be given to customers attending the Air Tattoo. All drivers should be encouraged to maintain swift, but safe, progress into the Red Car Parks and on no account should they be permitted to stop on the highway. Car Parking areas and gates are illustrated in **Figure 7** overleaf.

Vehicles will be parked in such a manner that occupants, when alighting, are automatically directed away from oncoming vehicles. It should be noted that given the difficulties involved, anyone wishing to leave the Red Car Parks during the Entry Phase, other than in an emergency situation, may face considerable delay until such time that the Entry Phase ceases, at which time they would be directed to exit at Gate E or Red Gate 1 as appropriate.

6.6 Footpath & Cycleway – Safety Measures

As mentioned above, pedestrians and cyclists on Whelford Road can impede the flow of traffic. Furthermore, safety concerns regarding externally located ‘aircraft-viewing’ spectators; both resultant of their proximity to the display area and road together with their potential vulnerability to Hostile Vehicle attacks has resulted in the temporary closure/diversion of a portion of the footpath at certain times. This extent of the closure/diversion is for an approximate distance of 320m, from a point north-east of Gate C (SU 164 985) to the main entrance at Site 16 (SU 164 982) and is indicated by the yellow dotted line in **Figure 7** below. The footpath will be closed/diverted during the following periods:

- 16th & 17th July 0830 to 1930 hrs
- 18th, 19th & 20th July 0600 to 1900 hrs
- 21st July 0730 to 1700 hrs

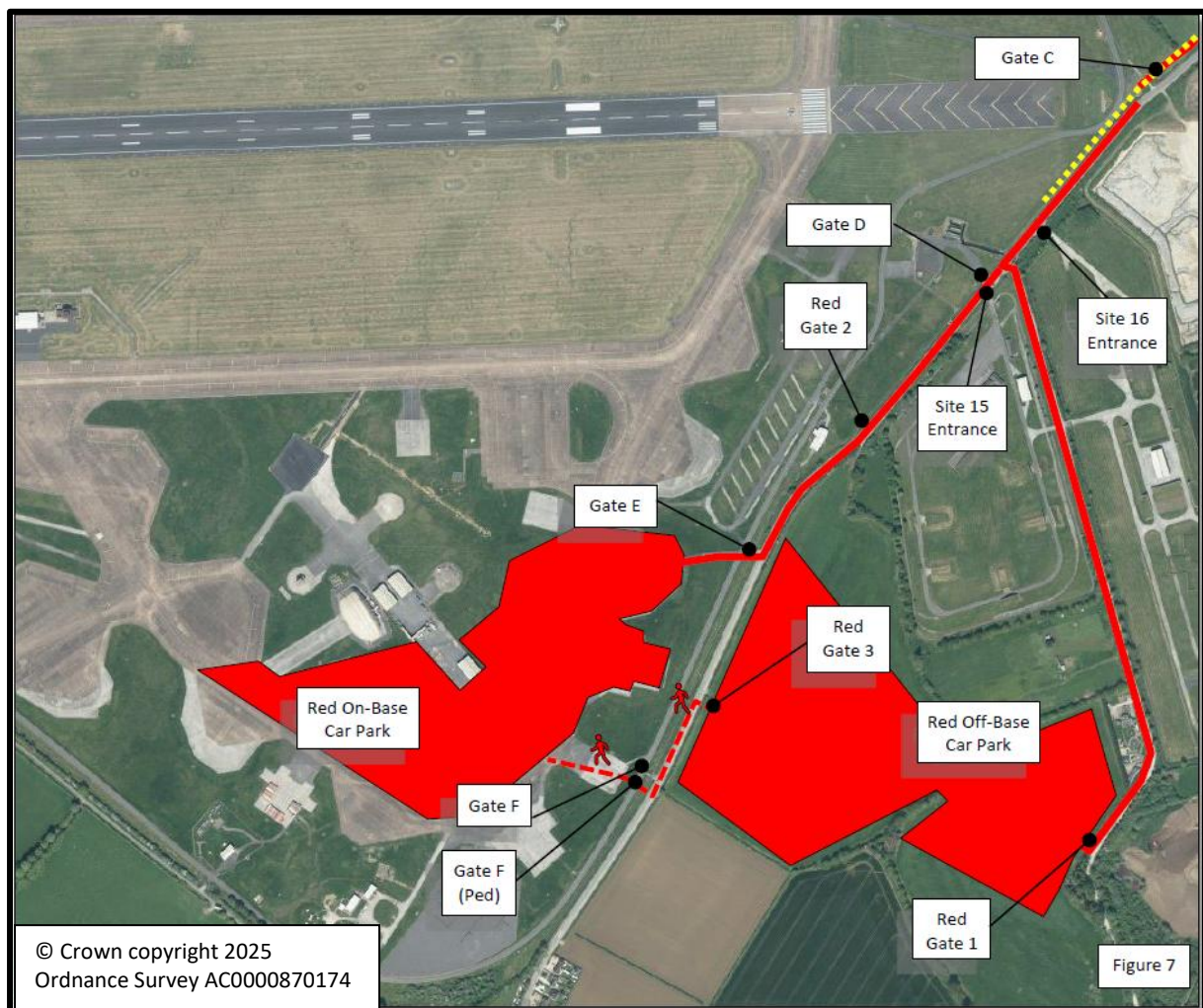


Figure 7 - Red Car Parks

Any pedestrians or cyclists, approaching from Whelford and wishing to attend the Air Tattoo are to be directed to enter via Gate D; there is to be no access to pedestrians or cyclists via Gate E.

Accessible Parking facilities exist within the Red On-Base Car Parks for **pre-booked** Accessible parking ticket holders; these motorists will display a bespoke RIAT 2025 Accessible Vehicle Pass that will be Red/Green striped in colour and these motorists will have been briefed regarding their specific arrival arrangements. None pre-booked Accessible parking visitors (including Blue Badge holders) on the Red Route should be directed to the Red On-Base Car Park and then, wherever possible, be parked close to the Red Customer Security Checkpoint.

6.7 Exit Phase

It will be the responsibility of TRACSIS Events to stream the exit of vehicles in an organised manner.

The Whelford Road area attracts a high volume of pedestrian activity particularly during the post-flying period. To avoid pedestrian/vehicle conflict during this period it will be necessary to direct and attempt to confine pedestrians to the combined cycle and footpath.

Exit will be a reversal of Entry, with traffic being exited from Gate E, Gate F and Washpool Lane onto Whelford Road.

Towards the end of the Entry Phase when the inbound traffic flow significantly reduces, the one-way system will be removed to permit two-way traffic until such time that the public start to leave the airfield. At this point and for the duration of the Exit Phase, a Temporary Traffic Regulation Order will allow the portion of Whelford Road between Gate E and the A417 ('Shell Garage' junction) to become one-way northbound. The commencement time of this one-way flow will remain flexible, to be implemented as and when the need arises. Consequently, the request for implementation will be made by the Traffic Supervisor responsible for the area, to the Traffic Cell who, in turn, will direct AA Signs to deploy the requisite Traffic Management measures at the following locations:

- Whelford Road between Gate E & Site 16
- Whelford Road at Washpool Lane
- Whelford Road at Horcott Road (known locally as 'Pope's Court')
- Whelford Road at A417 (Shell Garage)

Traffic will continue as a dual flow throughout the whole length of Whelford Road, turning left or right as appropriate at the Shell Garage Junction thus proceeding onwards via Red and Alternate Red Routes. High priority should be given to use of the alternate route as this circumnavigates Lechlade and the potential delay caused by the traffic signals or high levels of congestion within Lechlade Town Centre.

Non-public traffic (i.e., those vehicles displaying a RIAT Vehicle Pass) exiting the airfield via Gate E will be permitted to turn left or right; all other vehicles MUST turn left with the one-way system. This is to de-conflict with Kempsford Loop traffic and reduce vehicle volume in and around Kempsford. Vehicles leaving any road or premises sited within the Temporary Traffic Regulation Order area will be required to turn with the directional flow.

Any vehicles approaching Whelford along Horcott Road during the Exit Phase will be re-directed left on Whelford Road to merge with exiting vehicles. Vehicles requiring access to Whelford from the A417 Shell Garage Junction will be re-directed to the Marlborough Arms crossroads in Fairford, turning left into Horcott Road, continuing to the Whelford Road where they also will join exiting vehicles.

In addition to other Traffic Management measures, it will also be the responsibility of AA Signs to

display sufficient One-Way directional arrows at driveway entrances, road junctions and any other strategic points as required, throughout Whelford Road to satisfy the safety requirements of the traffic flow.

Tracsis Events will be responsible for manually operating the existing traffic signals at the junction of the A417/A361 in Lechlade town centre to assist the Exit Phase flow away from the airfield and towards Oxford. The Halfpenny Bridge traffic lights will also be manually operated to work in conjunction with the town centre lights.

6.8 Entry Phase – Operational Control Points

Red Route Operational Control Points during the Entry Phase are as contained within the table below and illustrated at **Figures 8, 9, & 10**.

Point	Location	Responsibility
Romeo 1 CP – 1	Car Park Entrance, Red Gate 1 Washpool Lane	• Ensure maximum progress into Car Park • Pedestrian Safety
Romeo 2	<i>(Red Gate 2)</i>	<i>Not a designated staffed position unless required</i>
Romeo 3 TMO – 1	Gate F, Whelford Road 0545 – 1230	• Operate Pedestrian Crossing Lights
PATO – 3	Gate F, Perimeter Road/Whelford Road 0545 – 2030 (1900 on Friday)	• Facilitate safe vehicle exit via Gate F ensuring correct directional flow • Deconflict vehicle and pedestrian movements
Romeo 4 PATO – 3	Gate E, Whelford Road 0545 – 2030 (1900 on Friday)	• Control traffic flow onto airfield • Consider safety of pedestrians • Consider non-event traffic travelling towards Kempsford • Direct any customers on foot/cyclists to enter via Gate D/F • Facilitate vehicle exit via Gate E ensuring correct directional flow
Romeo 5 TMO – 1	(Immediately southwest of) Gate D, Whelford Road 0545 – 1230	• Operate Pedestrian Crossing Lights
PATO – 3	Gate D & junction of Whelford Road with Washpool Lane 0545 – 1230	• Control traffic flows onto Washpool Lane and ‘straight on’ Whelford Road as required • Direct any customers on foot/cyclists to enter via Gate D • Deconflict vehicle and pedestrian movements

Romeo 6 PATO – 1	Whelford Road at Horcott Road 0545 – 1230	• Control junction and one-way flow from/to A417 • Ensure traffic flow from Horcott Road is maintained and not allowed to 'back-up' • Safety of pedestrians
Romeo 7 PATO – 4 (3 on Friday)	A417 junction with Whelford Road A417 junction with Red Alternate route 0545 – 1230	• Control junctions and Red/Alternate Red traffic flows • Safety of pedestrians
Romeo 8 TMO – 1	High Street at Thames Street, Lechlade (A417/A361) 0630 – 2000	• Work in concert with Romeo 9 • Manually operate existing traffic signals to regulate traffic exiting A361 from the south
Romeo 9 TMO – 1	A361 at Halfpenny Bridge, Lechlade 0630 – 2000	• Work in concert with Romeo 8 • Manually operate existing traffic signals to regulate traffic approaching on A361 from the south
Romeo 10	<i>(Burford Street at St John's Street, Lechlade)</i>	<i>Not a designated staffed position unless required</i>
Romeo 11	<i>(A361 at Hambridge Lane, Lechlade)</i>	<i>Not a designated staffed position unless required</i>

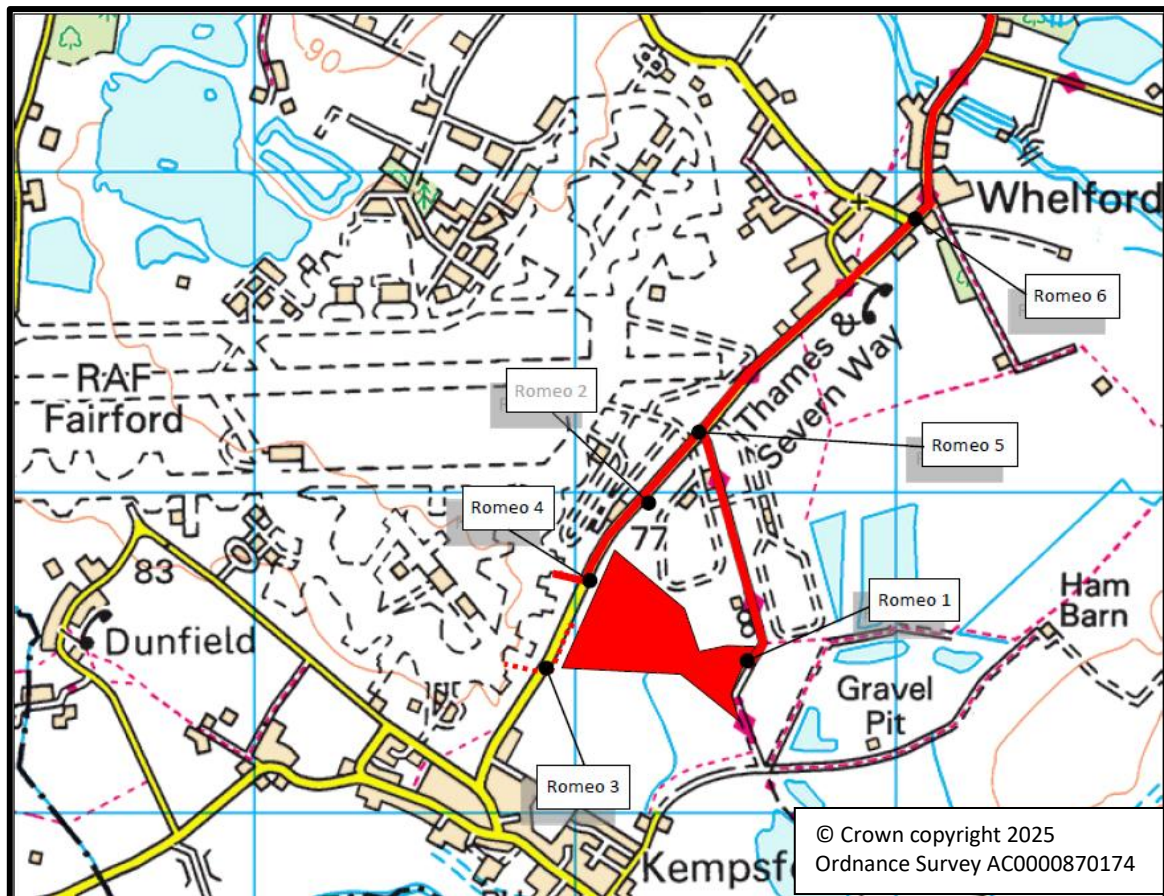


Figure 8 - Red Route Ingress Traffic Points – Car Park Gates



Figure 9 - Red Route Ingress Traffic Points - A417

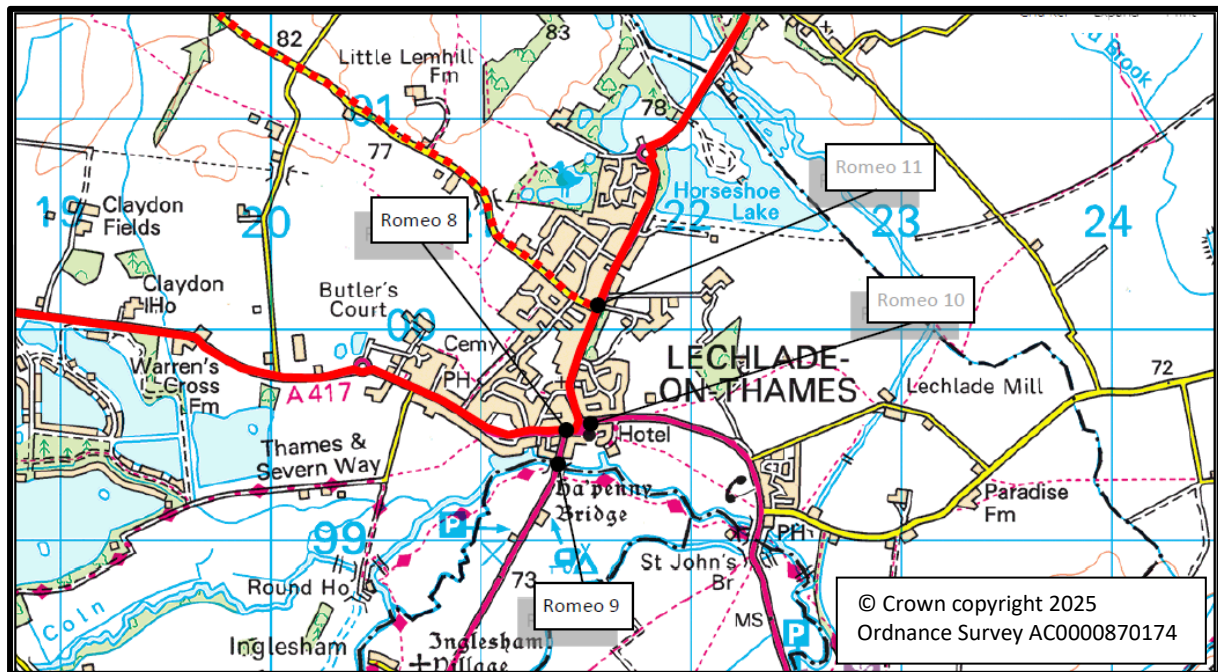


Figure 10 - Red Route Ingress Traffic Points Lechlade

6.9 Exit Phase – Operational Control Points

Red Route Operational Control Points during the Exit Phase are as contained within the table below and illustrated at **Figures 11 & 12**.

Point	Location	Responsibility
Romeo 1 CP – 1	Car Park Entrance, Red Gate 1 Washpool Lane	- Ensure maximum egress rate from Car Park - Pedestrian Safety
<i>Romeo 2</i>	<i>(Red Gate 2)</i>	<i>Not a designated staffed position unless required</i>
Romeo 3 TMO – 1 PATO – 3	Gate F, Whelford Road 0545 – 1230 Gate F, Perimeter Road/Whelford Road 0545 – 2030 (1900 on Friday)	- Operate Pedestrian Crossing Lights - Facilitate safe vehicle exit via Gate F, ensuring correct directional departure - Deconflict vehicle and pedestrian movements
Romeo 4 PATO – 3	Gate E, Whelford Road 0545 – 2030 (1900 on Friday)	- Control and prioritise outbound traffic flow - Permit public traffic to turn left into nearside lane only - Allow RIAT Vehicle Pass Holders to turn left or right
Romeo 5 TMO – 1 PATO – 3	(Immediately southwest of) Gate D, Whelford Road 0545 – 1230 Gate D & junction of Whelford Road with Washpool Lane 0545 – 1230	- Operate Pedestrian Crossing Lights - Direct traffic flow from Washpool Lane to the offside lane of Whelford Road - Direct customers on foot/cyclists to use Pedestrian Crossing upon egress from Gate D - Deconflict vehicle and pedestrian movements
Romeo 6 PATO – 1	Whelford Road at Horcott Road 0545 – 1230	- Supervise 'one way' flow of traffic and control junction - Direct any traffic from Horcott Road left along Whelford Road - Be aware – some VIP & RIAT Staff vehicles will route onto Horcott Road - Assist Safety of Pedestrians
Romeo 7 PATO – 4	A417 junction with Whelford Road	- Junction control - Prevent traffic travelling south

(3 on Friday)	A417 junction with Red Alternate route 0545 – 1230	- Facilitate departing traffic - Maximise use of both Red and Alternate Red routes
Romeo 8 TMO – 1	High Street at Thames Street, Lechlade (A417/A361) 0630 – 2000	Manually operate existing traffic signals to assist Exit Phase flow along A417/A361 towards Burford
Romeo 9 TMO – 1	A361 at Halfpenny Bridge, Lechlade 0630 – 2000	Work in conjunction with Romeo 8 in order to maximise Exit Phase traffic flows
Romeo 10	<i>(Burford Street at St John's Street, Lechlade)</i>	<i>Not a designated staffed position unless required</i>
Romeo 11	<i>(A361 at Hambridge Lane, Lechlade)</i>	<i>Not a designated staffed position unless required</i>

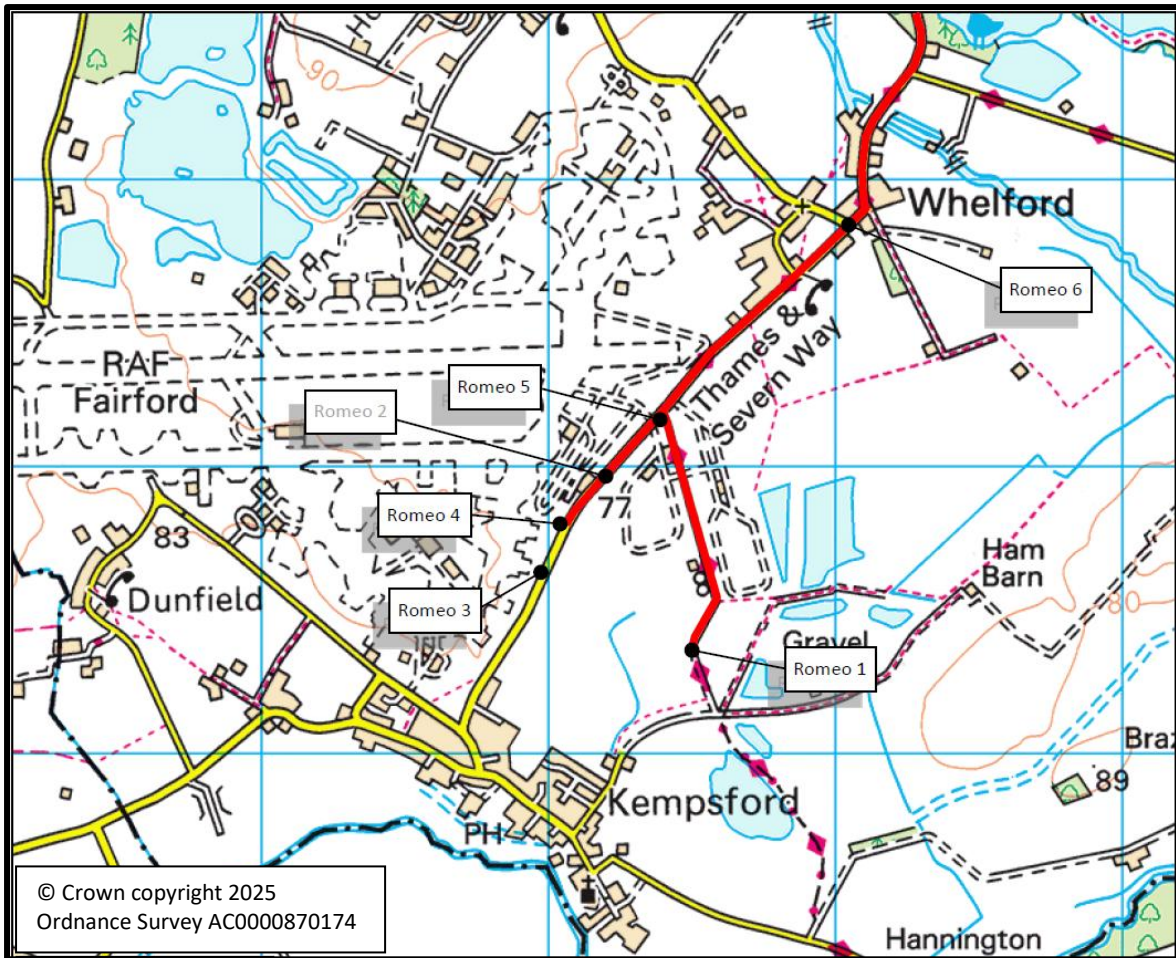


Figure 11 - Red Route Egress Traffic Points – Car Park Gates



Figure 12 - Red Route Egress Traffic Points - A417 & Lechlade

7. Blue Route

7.1 General

This route feeds primarily from Junction 15 of the M4. It is supported by the Brown Route which utilises Junction 17 of the M4, serving Bristol and the southwest approach, thereby removing some pressure from the A419(T) and Swindon area.

7.2 Primary Route

Departing the M4 at Junction 15, traffic will travel in a northerly direction on the A419(T), which bypasses Swindon to the east. This road is a national speed limit dual carriageway that passes within 4 miles of the airfield, resulting in traffic arriving at the exit point in a very short time and in high volumes. At the exit point (near Cricklade), the primary route departs north-easterly onto the C124 towards Kempsford and RAF Fairford (See **Figure 13** below).

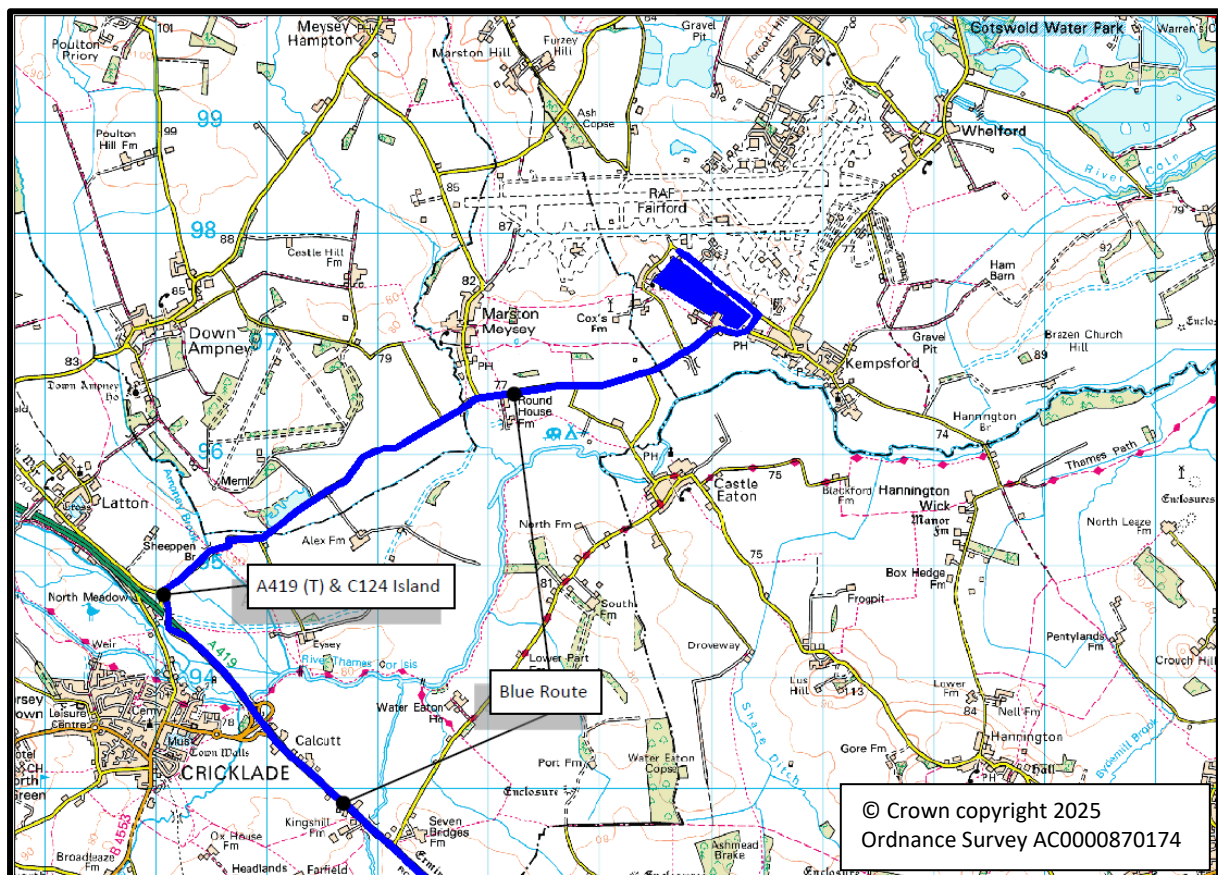


Figure 13 - Blue Route

As traffic delays inevitably develop on this route, an Alternate Route via Castle Eaton is available to be implemented. The trigger point for implementation of the Alternate Blue Route will be when significant traffic congestion is building at the traffic island near the junction of the A419(T) with the C124. Given the volume of traffic on this route it is reasonable to assume that the Alternate Route will become operational early in the day. Coaches approaching on the Blue Route must not be directed to use the Alternate Route, but are to remain on the C124 and enter the airfield via Gate G.

During the Entry phase, in order to minimise risk and to 'split' through traffic from re-directed show traffic, a coned Safety Lane will be created for the Blue Alternate Route in the nearside lane of the A419(T) southbound, on the approach to, and beyond, the 'entry slip'. Safety considerations also

require that 3 breaks in the central reservation of the A419(T) (specifically at Lower Widhill Farm, Kingshill and Castle Eaton) are coned off, in order to prevent U-turning traffic. Road Management Services (Gloucester) Ltd, being the company with overall maintenance responsibility for the A419(T), will be contracted to deploy safety coning for these purposes.

Upon leaving the A419(T) on the C124 there are, within half a mile, two double 'S' bends controlled by automatic traffic signals normally operating on a demand basis. In order to maximise efficient traffic flows, Tracsis Events personnel will manually operate traffic signals at these points.

Traffic Officers will control the T-junction of the C124 with the Castle Eaton Road where the Alternate Route re-joins the Primary Route. At this junction during the Entry Phase, when traffic from the Kempsford direction is normally light, attempts should be made to feed traffic simultaneously from both roads, allowing them to merge together, within a short distance, into one lane. Clearly some traffic flow, albeit slow, will be required for this to become effective. A traffic control officer will be required on the Kempsford side of the merging point for this to be safely carried out. It will be the responsibility of the Supervisor at this junction to update the Traffic Cell on a regular basis as to the current traffic situation in order that an overview of the situation may be maintained.

Blue Route car parks will be accessed from the C124 and Top Road, Kempsford located to the south-west of the airfield. A temporary Traffic Order will allow the implementation of a tidal flow on the section of Top Road to the north-west of High Street. This flow will be towards Dunfield during the Entry Phase and in the opposite direction during the Exit Phase. Cones will be made available at points throughout Top Road and at the junction of the C124 with Top Road to assist in the control of directional flow.

It should be noted that, given the narrowness of Top Road, there is no provision for vehicles to travel against the flow as any vehicle permitted to do so would seriously disrupt vehicular movement in and out of car parks. It follows, therefore, that a limited amount of traffic, including Kempsford Campsite residents, will utilise the narrow road through Dunfield. Use of this road is to be kept to a minimum and safety will be further enhanced by the introduction of a 20 mph Temporary Speed Restriction.

Roads in Kempsford, namely Top Road, High Street and Chapel Road, will be the subject of a Temporary Traffic Regulation Order permitting a one-way clockwise traffic system to operate.

7.3 Alternate Route

When the need arises, light vehicles will be directed from the A419(T)/C124 traffic island junction to re-join the A419(T) southbound. This re-directed traffic will subsequently turn left after 2 miles to pass through Castle Eaton, via Water Eaton, before re-joining the C124 at a T-junction 0.75 miles from Kempsford. (See **Figure 14** overleaf).

It will be the responsibility of the officer controlling the A419(T)/C124 traffic island junction to make the decision allowing traffic onto the C124 or to direct traffic onto the Alternate Blue Route. There will be no prescribed time for opening the Alternate Blue route as its use should be considered immediately a traffic tailback from the C124 reaches the island. It is intended that this becomes a pulsing operation dependent solely upon traffic movement on the C124. There is no necessity for notification of this decision, as a merge operation will be operational on the C124/Castle Eaton junction in order to accept vehicles as they arrive. It will be the responsibility of the Supervisor at this junction to update the Traffic Cell on a regular basis as to the current traffic situation in order that an overview of the situation may be maintained.

Cones and barriers will prevent primary northbound traffic turning right across the dual carriageway towards Castle Eaton, vehicles being required instead to continue on the A419(T) to the C124

flyover and return southbound.

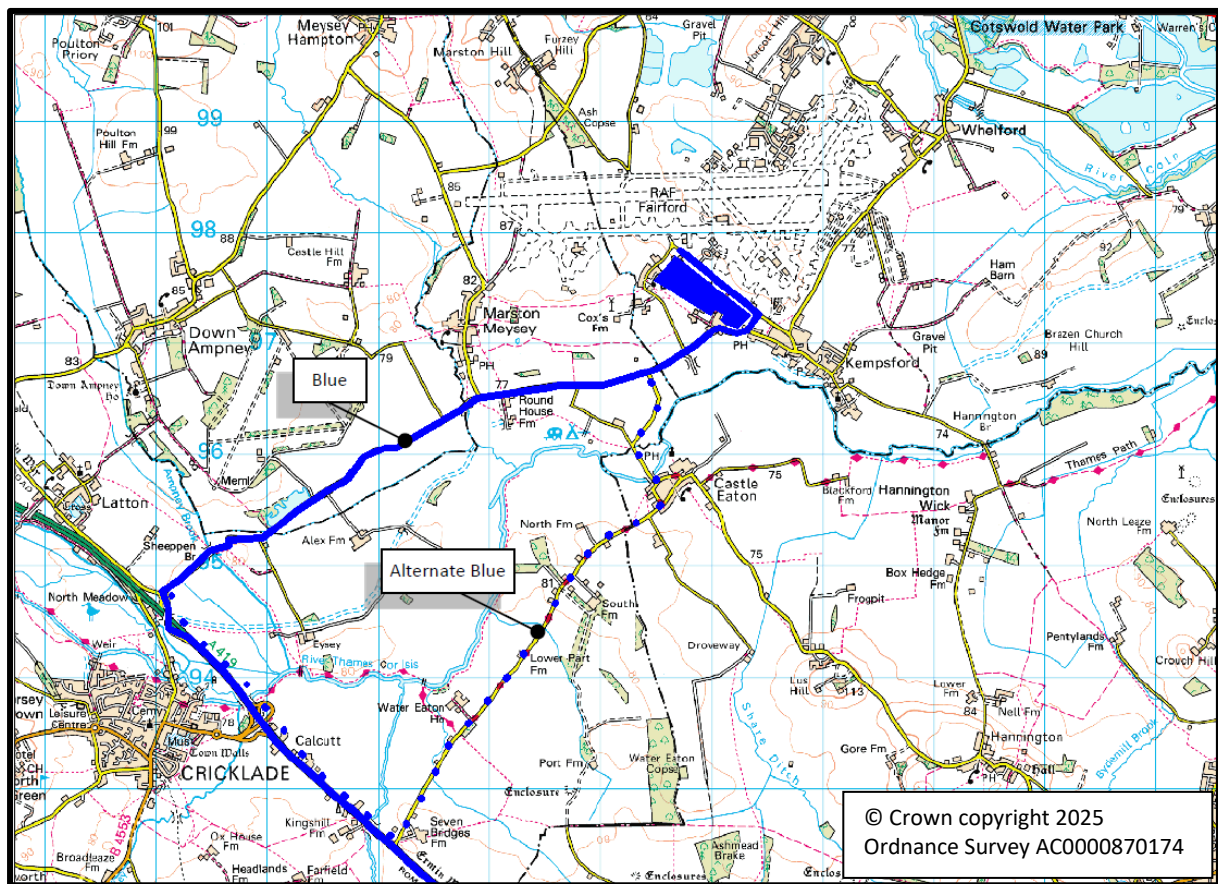


Figure 14 - Alternate Blue Route

7.4 Drop-Offs

There are no specific drop-off or pick-up points for visitors utilising taxis etc. Any visitors making enquiries in advance of the event will be advised of suitable locations dependent upon their direction of travel and personal requirements.

7.5 Car Parks

There are four off-base Car Parks serving the Blue Route; all lie to the southwest of Top Road, Kempford and are designated: Blue Alpha, Blue Bravo, Blue Charlie and Blue Delta. Entry into the Showground will be on foot, via Gate K). Blue Car Parks and their respective gates are illustrated at **Figure 15** overleaf.

During the Entry Phase, Blue Bravo will be accessed off Top Road by way of Blue Gate 4, with Blue Gate 5 providing internal access to Blue Alpha.

Blue Delta will be accessed via Blue Gate 1 or 2, with Blue Gate 3 providing internal access to Blue Charlie. An additional internal access point exists in the south-west corner of Blue Delta allowing access to/from Blue Charlie. This will allow Blue Gate 1 to be operational throughout the Entry Phase, without impacting upon the operation of Blue Gate 2. It is intended that this will be a continuous pulsed operation, with normal flow towards Top Road being resumed as traffic conditions allow; and implement again when traffic backs up.

Accessible Parking users are advised NOT to go to the Blue Car Parks; furthermore, signage on the C124 (Blue Route) also directs them to approach the Green Car Park via Marston Meysey. Non 'pre-booked' Accessible parking visitors (including Blue Badge holders) who choose to use this route will be directed by signage onto the Blue Car Park and then, wherever possible, be parked close to Gate K.



Figure 15 - Blue Car Parks

7.6 Exit Phase

It will be the responsibility of Tracsis Events to stream the exit of vehicles in an organised manner. Upon commencement of the Exit Phase, the One-Way direction in Top Road will be reversed i.e., towards Kempford. Vehicles attempting to leave earlier than the commencement of the exit phase may be delayed; however, dependent upon traffic flows, efforts will be made to facilitate their egress via Blue Gate 1.

Blue Gate 2 will cease to be operational during the Exit Phase, being replaced by Blue Gate 1 giving direct exit onto the C124. Vehicles parked within Blue Charlie and Blue Delta will exit via Blue Gate 1 and depart the area via the C124 (Blue Route).

Blue Gate 4 will provide the exit point for traffic departing from Blue Alpha and Blue Bravo Car Parks. These vehicles will depart via Top Road, the Kempford One-Way system and then onward via either the Purple or Blue Route dependent upon congestion levels on the latter. It is intended that this will function as a pulsing operation controlled by the Traffic Officer at the junction of Chapel Road with High Street.

Plans exist to direct light vehicle traffic from Kempford to depart via Castle Eaton (Alternate Blue

Route). In turn this allows for facilitating, if and when required, the diversion of a proportion of departing Green Car Park traffic via Marston Meysey onto the C124. Experience has proven that if this process is adopted at the very earliest opportunity, it has a significant benefit on all traffic departing the area. Whilst these contingencies will be operated at the discretion of the Traffic Cell (in consultation with the police) and dependent upon overriding congestion levels and traffic flows, it is considered a default priority for implementation.

7.7 Entry Phase – Operational Control Points

Blue Route Operational Control Points during the Exit Phase are as contained within the table below and illustrated at **Figures 19, 20 & 21**.

Point	Location	Responsibility
Bravo 1 PATO – 1	Blue Gate 1, C124 Kempford 0545 – 1230	- Control traffic flow - Ensure maximum progress into Car Park - When traffic tails back to Blue Gate 1 feed car park until road ahead is clear again – pulsed operation - Pedestrian Safety
Bravo 2 PATO – 1	Blue Gate 1, C124 Kempford 0545 – 1230	- Control traffic flow - Ensure maximum progress into Car Park - Pedestrian Safety
Bravo 3 PATO – 1	Top Road Triangle, Kempford 0545 – 2030 (1900 on Friday)	- Control traffic flow - Supervise one-way systems on Top Road - Update Traffic Cell of any major traffic problems
Bravo 4 PATO – 4	Gate G External (1) Gate G Internal (3) 0545 – 2030 (1900 on Friday)	- Prioritise incoming traffic wherever possible in order to maintain free flowing traffic external to Gate G - Control internal x-roads - Prevent vehicles from departing via Gate G - Report any internal tailbacks impeding the flow of traffic around Kempford - Pedestrian Safety
Bravo 5 PATO – 1	Top Road at Whelford Road, Kempford 0545 – 2030 (1900 Friday)	- Control traffic flow - Supervise Kempford one-way system - Be aware of abnormally large/long vehicles from Whelford which may be unable to negotiate turn at Chapel Road into High Street – if required, activate contingency plans for escorted movement - Restrict access to Whelford Road for

		pre-identified residents (Sat/Sun Only)
Bravo 6 PATO – 2	Chapel Road at High Street, Kempsford 0545 – 2030	• Control traffic flow • Supervise Kempsford one-way loop • Ensure that Shuttle Buses & Aircrew Transport Buses use 'Purple Inbound' and 'Blue Outbound' • Prevent use of Purple Route by large vehicles • Restrict other vehicle use to 'Access Only' • Through traffic to use C124/Blue Route
Bravo 7 PATO – 1	High Street at C124, Kempsford 0545 – 2030 (1900 on Friday)	• Control traffic flow • Supervise Kempsford one-way loop • Ensure that Shuttle Buses & Aircrew Transport Buses use 'Purple Inbound' and 'Blue Outbound'
Bravo 8 PATO – 1	Blue Gate 4, Top Road, Kempsford 0545 – 1230	• Control traffic flow • Ensure maximum progress into car park • Pedestrian Safety
Bravo 9 AA Signs	C124 at Dunfield Loop	• Junction not staffed, to be controlled by signage, barriers, and cones. Includes 20 mph speed restriction
Bravo 10 PATO – 2	C124 at Castle Eaton Junction 0545 – 1230	• Control junction to feed traffic from Cricklade and Castle Eaton directions simultaneously • Merge traffic into one lane towards Kempsford
Bravo 11 AA Signs	C124 at Marston Meysey Junction	• Junction not staffed, to be controlled by signage
Bravo 12 TMO – 2	C124, Twin Bridges (Sheeppen & Gally Leaze) 0730 – 1830 Friday 0600 – 2000 Saturday/Sunday	• Manually operate existing Traffic Lights to give priority to traffic proceeding towards airfield
Bravo 13 PATO – 2	A419 at C124 Over Bridge 0545 – 1230	• Supervise primary flow onto C124 • Re-direct traffic as necessary onto A419(T) to join Alternate Blue Route at Castle Eaton junction

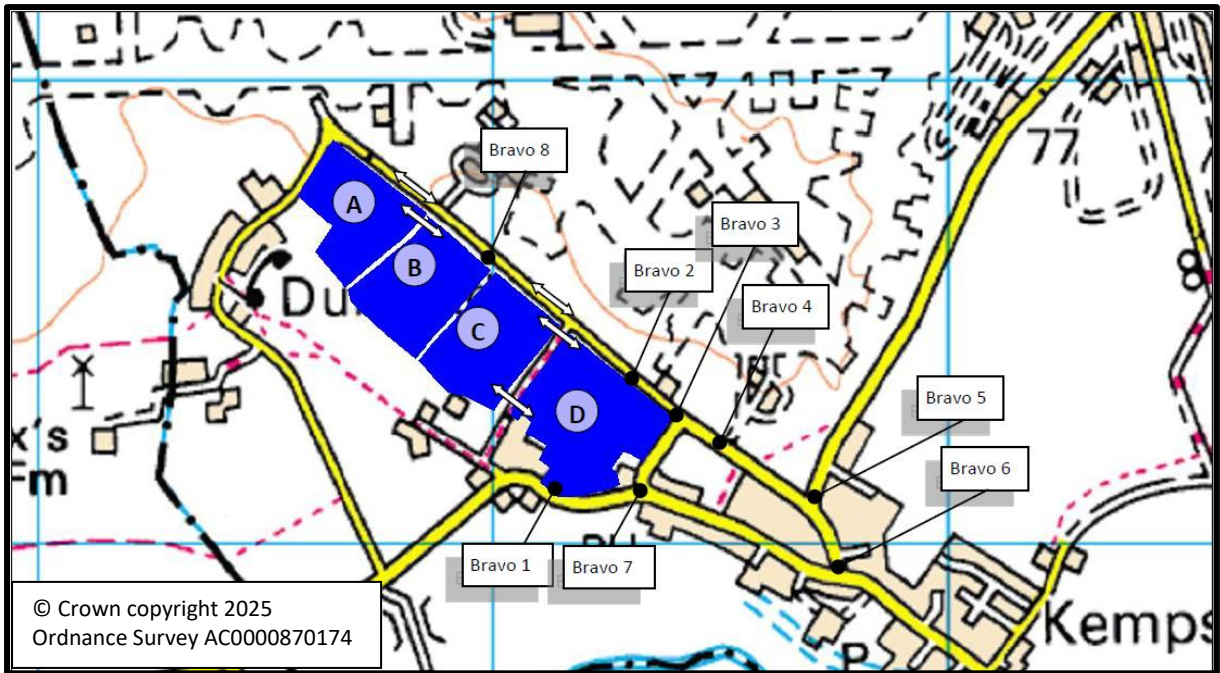


Figure 16 - Blue Route Ingress Traffic Positions - Car Park Gates & Kempford Loop

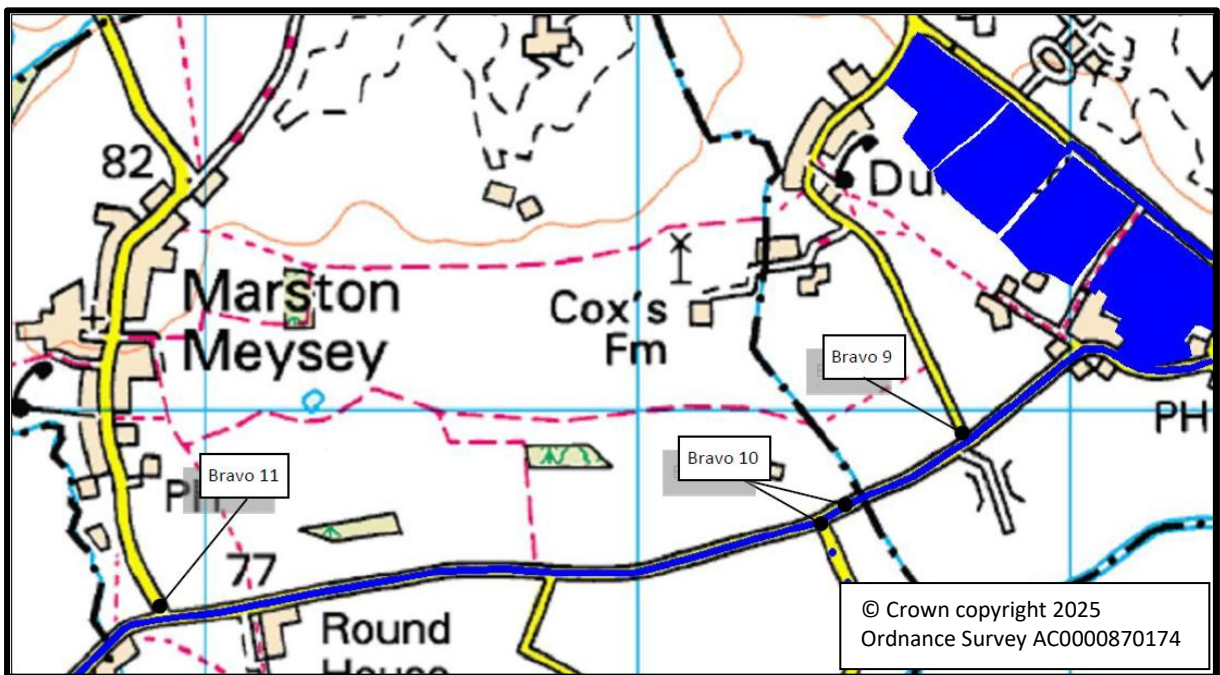


Figure 17 - Blue Route Ingress Traffic Points - Marston Meysey & Castle Eaton Junctions

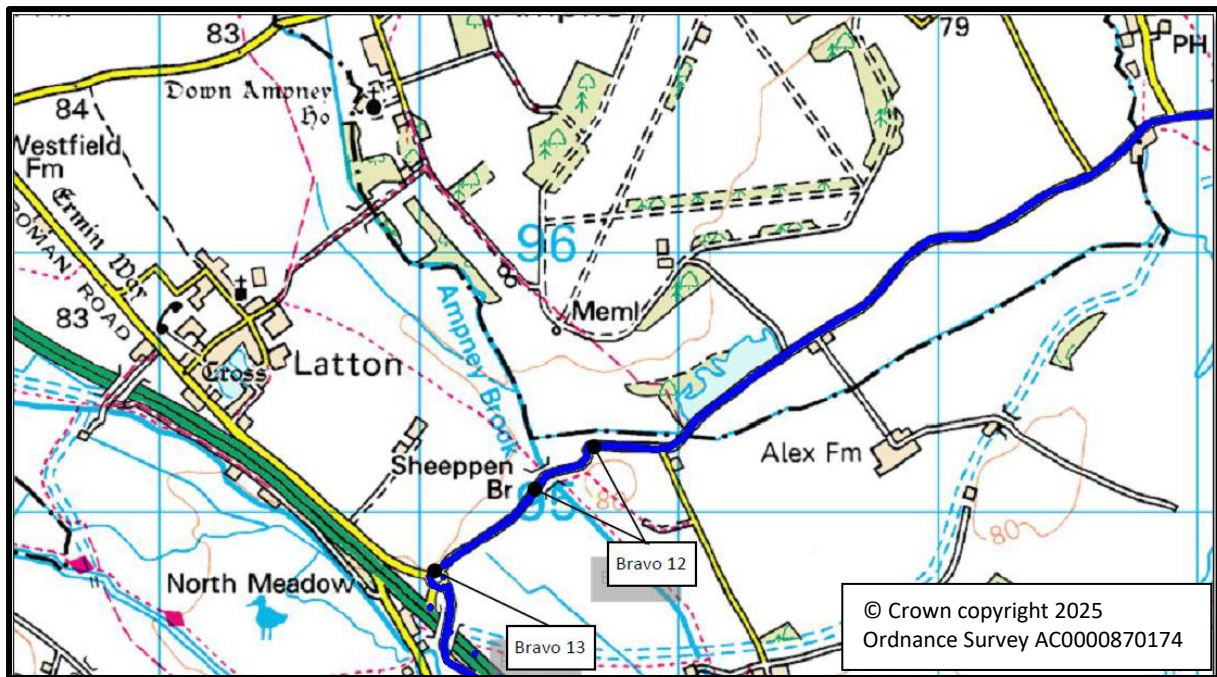


Figure 18 - Blue Route Ingress Traffic Points - A419/C124

7.8 Exit Phase – Operational Control Points

Blue Route Operational Control Points during the Exit Phase are as contained within the table below and illustrated at **Figures 19, 20 & 21**.

Point	Location	Responsibility
Bravo 1 PATO – 1	Blue Gate 1, C124 Kempston 0545 – 1230	- Exit all vehicles right onto C124 - Be aware that Shuttle Buses on Blue Route will conflict with egressing vehicles - Pedestrian Safety
<i>Bravo 2</i>	<i>Blue Gate 1, C124 Kempston</i>	<i>Not a designated exit point</i>
Bravo 3 PATO – 1	Top Road Triangle, Kempston 0545 – 2030 (1900 on Friday)	- Supervise merging of traffic from Top Road and High Street - Allow uninterrupted flow of vehicles from Blue Gate 4 to exit via Kempston one-way loop - Pedestrian Safety
Bravo 4 PATO – 4	Gate G External (1) Gate G Internal (3) 0545 – 2030 (1900 on Friday)	- Maintain free flowing traffic external to Gate G - Control x-roads internal to Gate G - Pedestrian Safety
Bravo 5 PATO – 1	Top Road at Whelford Road, Kempston 0545 – 2030 (1900 Friday)	- Control junction and supervise Kempston one-way system - Permit VIP (Purple Route (2)) vehicles to turn left into Whelford Road - Be aware of abnormally large/long vehicles from Whelford which may be unable to negotiate turn at Chapel Road into High Street – if required, activate contingency plans for escorted movement
Bravo 6 PATO – 2	Chapel Road at High Street, Kempston 0545 – 2030	- Control junction and supervise Kempston one-way system - Purple Route remains the main Exit Route for ALL cars but be prepared to pulse exiting traffic from Blue Car Parks between Purple and Blue to reduce pressure on Purple - Shuttle & Crew Buses – Inbound on Blue / Outbound on Blue or Purple depending on route congestion - Coaches – Outbound on Blue
Bravo 7 PATO – 1	High Street at C124, Kempston 0545 – 2030 (1900 on Friday)	- Control junction and supervise Kempston one-way loop - Shuttle Buses may depart via Purple or Blue Route depending on route congestion
Bravo 8		Exit all vehicles right out of gate,

PATO – 1	Blue Gate 4, Top Road, Kempsford 1430 – 2030	south-easterly towards Kempsford • Pedestrian Safety
Bravo 9 AA Signs	C124 at Dunfield Loop	• Junction not staffed, to be controlled by signage, barriers, and cones.
Bravo 10 PATO – 1	C124 at Castle Eaton Junction 1600 – 2030 (1900 on Friday)	• Direct traffic onto Blue Alternate as required
Bravo 11 PATO – 2 (Not Friday)	C124 at Marston Meysey Junction 1600 – 2030	• Control junction in order to facilitate Green Route Traffic departing on Blue Route
Bravo 12 TMO – 2	C124, Twin Bridges (Sheeppen & Gally Leaze) 0730 – 1830 Friday 0600 – 2000 Saturday/Sunday	• Manually operate existing Traffic Lights to give priority to traffic proceeding towards A419(T)
Bravo 13	<i>A419 at C124 Over Bridge</i>	<i>Not a designated exit point</i>

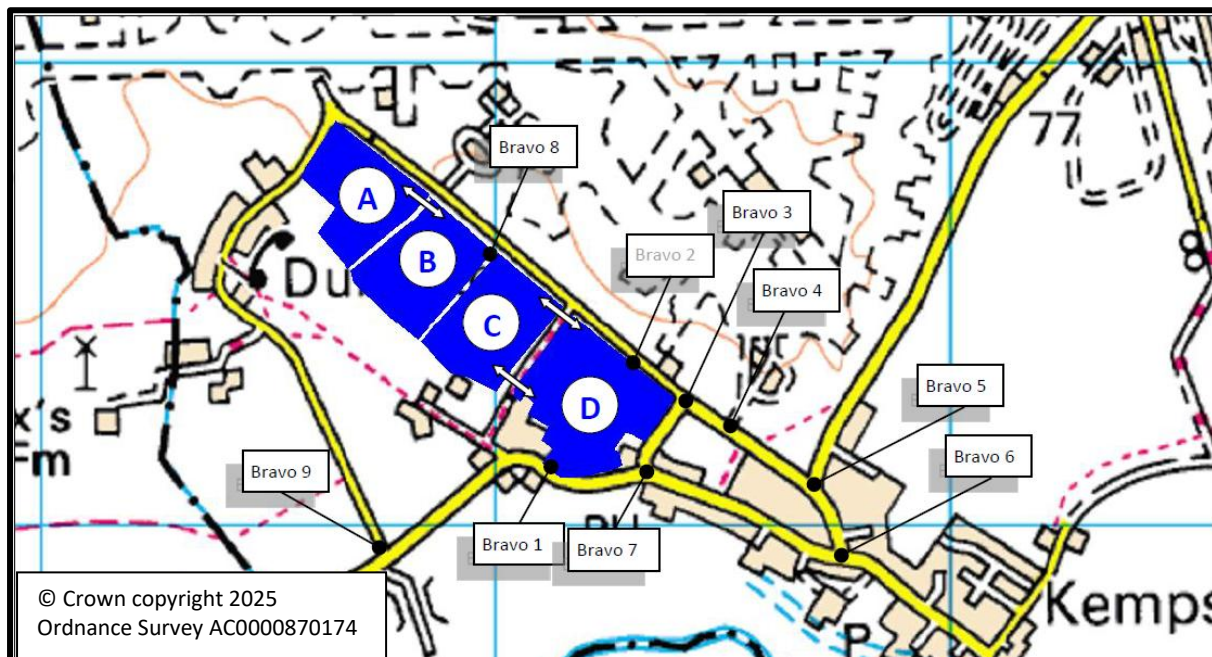


Figure 19 - Blue Route Egress Traffic Positions - Car Park Gates & Kempsford Loop

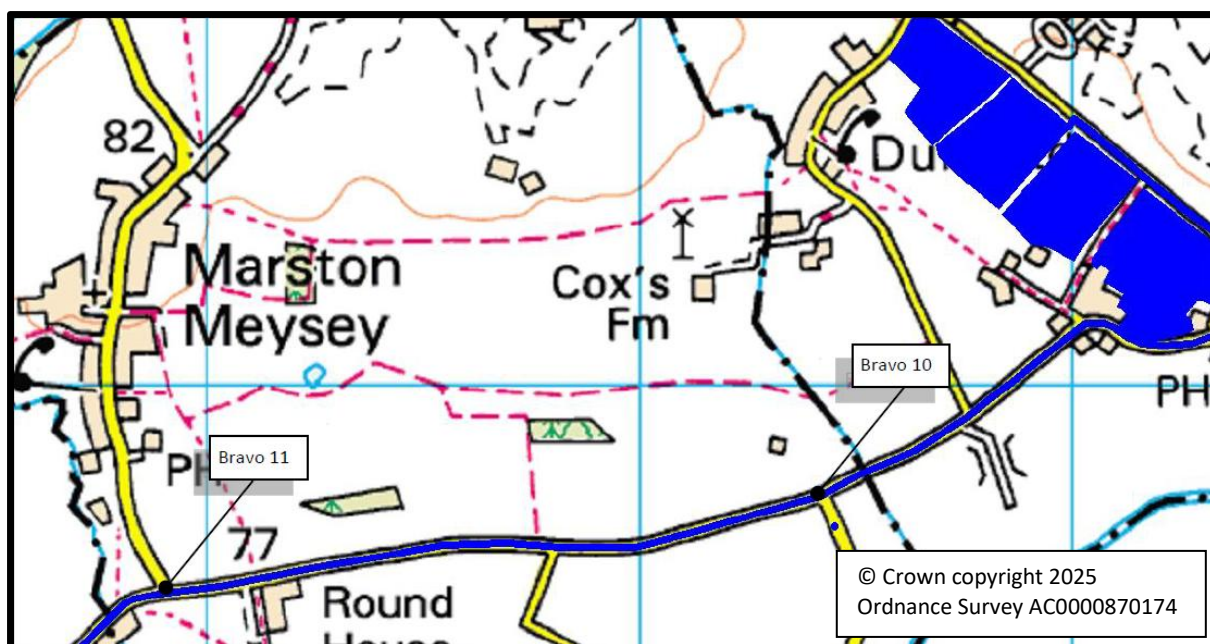


Figure 20 - Blue Route Egress Traffic Points - Marston Meysey & Castle Eaton Junctions

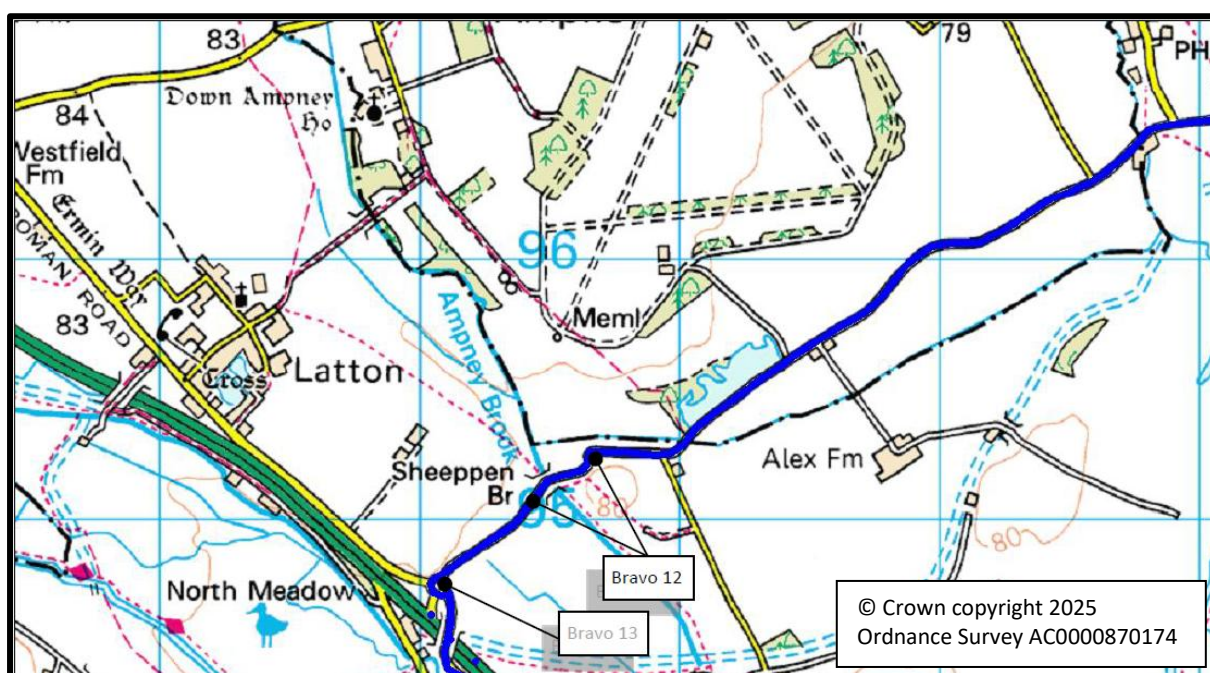


Figure 21 - Blue Route Egress Traffic Points - A419/C124

8. Brown Route

8.1 General

This route accepts traffic from the west (Bristol & South Wales) and utilises Junction 17 of the M4. This, in turn, relieves some pressure from Junction 15 of the M4 and the Blue Route to the east of Swindon.

Traffic will be directed to leave the M4 at Junction 17 and will travel 6 miles north to Malmesbury from where it will join the B4040, travelling in an easterly direction for 7.5 miles before turning north on the B4696 for a further 5 miles (Spine Road East via Cotswold Water Park). It will pass over the A419 (T) to join the old Cirencester Road southbound, merging with and following the Alternate Green Route via Down Ampney (See **Figure 22** below).

In recent years the Brown Route has attracted increasing volumes of traffic; it is of uppermost importance that a balanced approach is made to any controlling influences regarding the merging of Brown and Alternate Green routes at the Spine Road Junction.

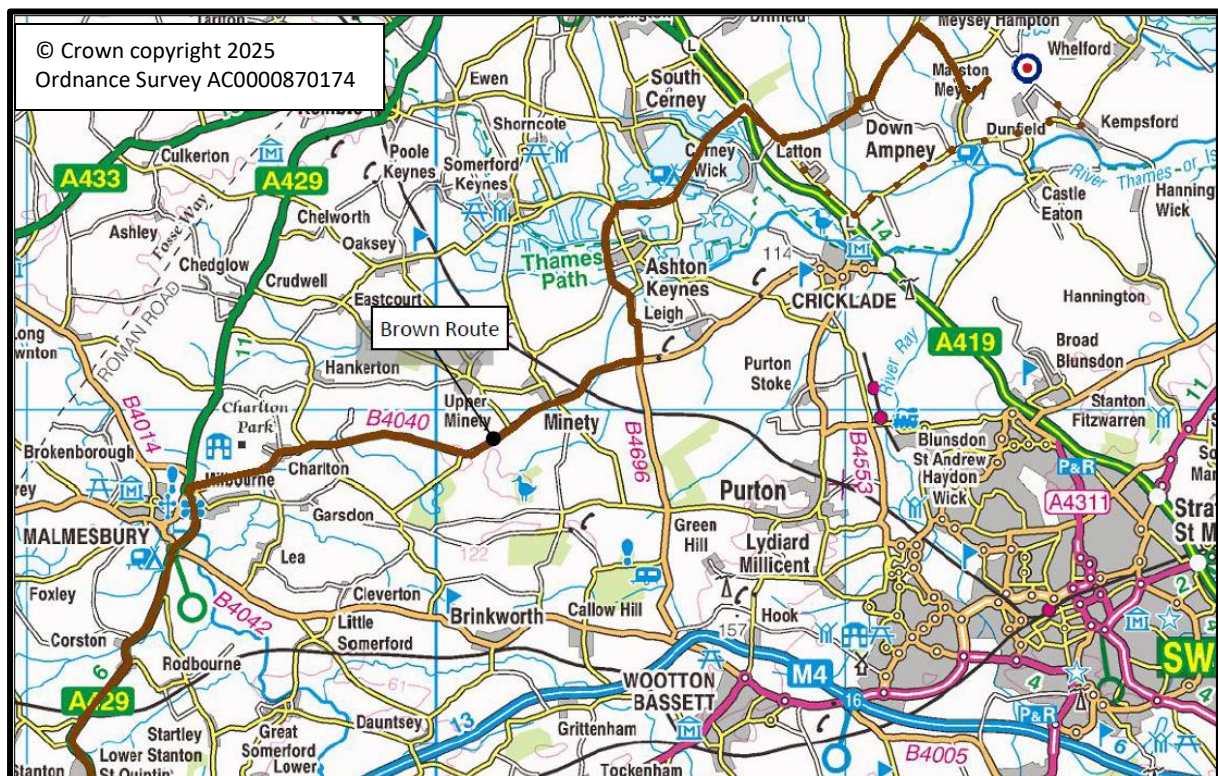


Figure 22 - Brown Route

8.2 Brown Route Options

Whilst the default position will be to direct Brown Route traffic (other than coaches) onto Alternate Green, the option to direct Brown Route traffic to remain on the old Cirencester Road to merge with Blue Route Traffic at the A419 (T) & C124 Traffic Island exists; this option is of particular value if Green Car Parks are heavily used. Variable Message Signing will be sited in advance of the Down Ampney turn in order to direct traffic as appropriate. This signage will be programmed remotely at the direction of the Traffic Cell (See **Figure 23** overleaf).

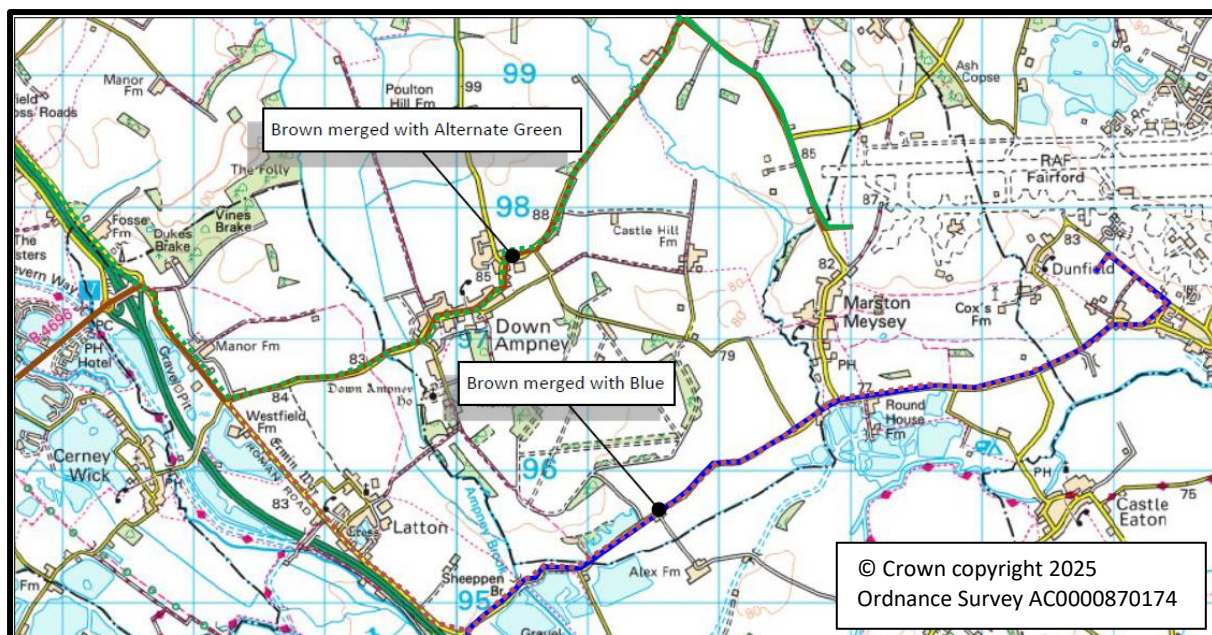


Figure 23 - Brown Route onto Blue Route

9. Green Route

9.1 General

This route, although heavily subscribed, has frequently proven to be the most freely flowing during the Entry Phase and is utilised by traffic approaching from the west via Junction 11A of the M5 motorway.

9.2 Primary Route

The primary route approaches from Junction 11A of the M5 via the A417(T) to the Burford Road roundabout on the eastern outskirts of Cirencester. Here the route departs onto the A429 (Burford Road) before turning right at the traffic light controlled, Cherry Tree Crossroads into Cherry Tree Lane. At the southern end of Cherry Tree Lane, traffic turns left onto the A417 passing through Ampney Crucis and Poulton. At a point 1.5 miles east of Poulton, the route turns right at a crossroads passing through Meysey Hampton before turning left towards Marston Meysey and the Green Car Park (See **Figure 24** below).



Figure 24 - Green Route

Tracsis Events will operate 3 sets of Traffic Lights in relation to this route, namely:

- Existing Traffic Lights located at Cherry Tree Crossroads, Cirencester
- Temporary Traffic Lights at the A417 Junction with Cherry Tree Lane
- Temporary Traffic Lights at the A317 Junction with High Street, Meysey Hampton

9.3 Alternate Route

Upon instructions from the Traffic Cell, an Alternate Route is available to be implemented. The trigger point for implementation of the Alternate route will generally be once traffic tailbacks reach Ampney Crucis on the A417, although this will be open to variation dependent upon any hazard created by traffic tailbacks on the A419(T) on the Alternate Route. Safety considerations dictate that queuing is preferable on the A417 rather than the A419(T) dual carriageway. It will be the

responsibility of Tracsis Events' Green Biker to notify the Traffic Cell when use of this Alternate Route should be considered.

The Alternate Route itself sees traffic directed to remain on the A417(T)/A419(T) at the Burford Road junction. Travelling for a further 4 miles along the A419(T) towards Cricklade, traffic will be directed to leave at the Spine Road junction onto the old Cirencester Road towards Latton for 0.8 miles before being directed left through Down Ampney to re-join the Primary Green Route at the Marston Meysey 'T' junction. Variable Message Signage on the A419(T), remotely programmed from the Traffic Cell, will be used to alternate flows between the Primary and Alternate routes (See **Figure 25**).

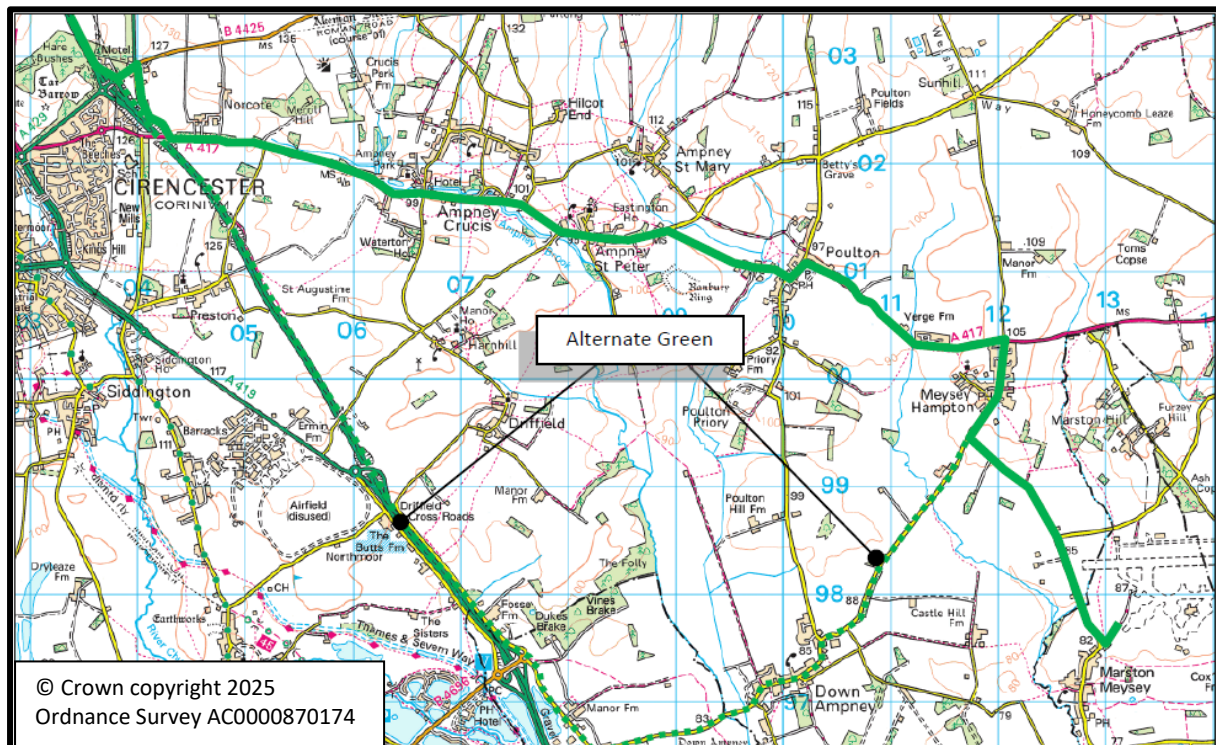


Figure 25 - Alternate Green Route

Traffic approaching from the A433 (Tetbury) and A419 (Stroud) directions will, upon arriving at Watermoor Roundabout (Cirencester), be signed south-east along the A419(T) to the Spine Road junction where it will join with Alternate Green Route traffic, subsequently passing through Down Ampney to join with the Primary Route at the Marston Meysey 'T' junction.

Any coaches intending to leave the A417(T) towards Cherry Tree Lane junction will be directed by signage to remain on the main A417(T)/A419(T) in order to ultimately join the Blue Route. This will be achieved via the Spine Road junction (B4696) and Latton before joining the C124 to Kempsford and entering the airfield via Gate G.

The Meysey Hampton 'T' junction, 0.6 miles south of the A417 will be controlled by Traffic Officers. Although Green Route traffic approaches from the A417 through Meysey Hampton, implementation of the Alternate Route, together with local knowledge, results in substantial numbers of vehicles approaching this 'T' junction from the Down Ampney direction, to turn right towards the airfield. A road closure 'one way' order will be in force for the section of road from the 'T' junction to Marston Meysey Lane allowing Entry Phase traffic to be directed from both roads simultaneously, and to remain in two lanes where road width permits. The intention being that nearside lane traffic will enter the Green Off-base Car Park via Green Gate 1 and offside traffic via Green Gate 2 (or on-base

via Gate M, if appropriate). The 'one way' order will reverse for the Exit Phase.

9.4 Drop Offs

There are no specific drop-off or pick-up points for visitors utilising taxis etc. Any visitors making enquiries in advance of the event will be advised of suitable locations dependent upon their direction of travel and personal requirements.

9.5 Car Parks

The Green Route is served, in the main, by Off-Base field parking located adjacent to the south-west area of the airfield; this area is accessible via Green Gates 1 & 2. Once parked, customers will enter the airfield, on foot, via Gate N. A small area of hardstanding, consisting the southern portion of the 'Xmas Tree', is available for an On-Base Car Park; this is reserved for Accessible parking customers and is accessible via Gate M. (See **Figure 26**).

Maintaining a constant flow onto the Car Park is the unquestionable priority. All drivers should be encouraged to maintain swift but safe progress and entry into the Green Car Park and on no account should they be permitted to stop on the highway or internal tracking.

Vehicles will be parked in such a manner that occupants, when alighting, are automatically directed away from oncoming vehicles. It should be noted that given the difficulties involved, anyone wishing to leave the On-base Green Car Park during the Entry Phase, other than in an emergency situation, may face considerable delay until such time that the Entry Phase ceases.

Accessible Parking ticket holders; these motorists will display a bespoke RIAT 2025 Accessible Vehicle Pass that will be Red/Green striped in colour and these motorists will have been briefed regarding their specific arrival arrangements. Non 'pre-booked' Accessible parking visitors (including Blue Badge holders) will, space permitting, be directed onto the Green On-Base Car Park.



Figure 26 - Green Car Parks

9.6 Exit Phase

It will be the responsibility of Tracsis Events to stream departing vehicles in an organised manner with exit arrangements from the Green Car Park areas being the reverse of the process adopted during the Entry Phase.

It is anticipated that congestion is likely to exist in the area of Green Gate 1 as traffic joins the flow of vehicles having departed car parks via Green Gate 2 and Gate M. In an attempt to aid the departure flow rate, traffic on the road between the 'Green Triangle, Marston Meysey' and the 'Meysey Hampton T-Junction' will be restricted to a northerly flow only. The aim being to facilitate a 'zipping' process as vehicles exiting Green Gate 1 merge with other Green Route traffic, wherever possible a flow of two lanes should be maintained on this one-way road. At the T-Junction both lanes will be signed to the M5, thereby reducing any lane changing and allowing both lanes to exit simultaneously on the Primary and Alternate Green Routes.

It will be the responsibility of the Supervisor controlling the Green Gate area to liaise with the Traffic Cell and AA Traffic Management, regarding the commencement of the Exit one-way system.

It should be noted that contingency plans exist for departing Green Car Park traffic (from Gate M and Green Gate 2) to be directed, southerly, through Marston Meysey to join with, and exit on, the Blue Route. This will only be implemented at such time that the exit flow from Blue Car Parks has sufficiently reduced to make this option viable. In such an event, any remaining Blue Route traffic (excluding buses, coaches or other large vehicles) will be directed to leave the area via Castle Eaton (Alternate Blue Route) and/or the Purple Route. Experience has proven that, if this process is adopted at the very earliest opportunity, it has a significant benefit on all traffic departing the area.

Whilst these contingencies will be operated at the discretion of the police and dependent upon overriding congestion levels and traffic flows, it is considered a default priority for implementation. Traffic control will be required at both the Castle Eaton and the Marston Meysey junctions to facilitate this operation.

Tracsis Events will continue to operate the Traffic Lights throughout the Exit Phase thus maximising outbound flow rates.

9.7 Entry Phase – Operational Control Points

Green Route Operational Control Points during the Entry Phase are as contained within the table below and illustrated at **Figures 27, 28 & 29**.

Point	Location	Responsibility
Golf 1a PATO – 1	Green Gate 1 0545 – 1230	- Control traffic, alternating and maximizing flow between Green Gate 1 and onwards toward Green Gate 2/Gate M - Ensure maximum progress into car park
Golf 2 PATO – 1	Green Triangle/Green Gate 2 The Street, Marston Meysey 0545 – 1230	- Control traffic, ensuring onward flow to Gate M via Marston Meysey Lane for Accessible & parking Guests only - Ensure maximum progress into car park via Green Gate 2 - Pedestrian Safety
Golf 3 CP – 1	Gate M Marston Meysey Lane	- Maximise traffic flow into Car Park - Direct pedestrians to Gate N
Golf 4/4a PATO – 2 (Not Friday)	Down Ampney 'T' junction merging point 0545 – 1230	Control junction to feed traffic from both Meysey Hampton and Down Ampney directions simultaneously
Golf 5 TMO – 1 (Not Friday)	A417 junction with High Street, Meysey Hampton	Control traffic at crossroads with temporary traffic lights ensuring maximum progress towards airfield
Golf 6 TMO – 1 (Not Friday)	A417 London Road junction with Cehrry Tree Lane	Control traffic signals at crossroads ensuring maximum progression towards airfield
Golf 7 TMO – 1 (Not Friday)	Cherry Tree Crossroads, Cirencester	Manually control traffic signals to ensure maximum progress towards airfield, operating in conjunction with Golf 6
Golf 8 GolsPol M/C (Not Friday)	A417(T)/A429 slip-road at traffic island	Maintain a periodic watching brief on this junction and report any concerns to the Traffic Cell
Golf 9 GolsPol M/C (Not Friday)	Latton Road junction with Down Ampney turn	Maintain a periodic watching brief on this junction and report any concerns to the Traffic Cell

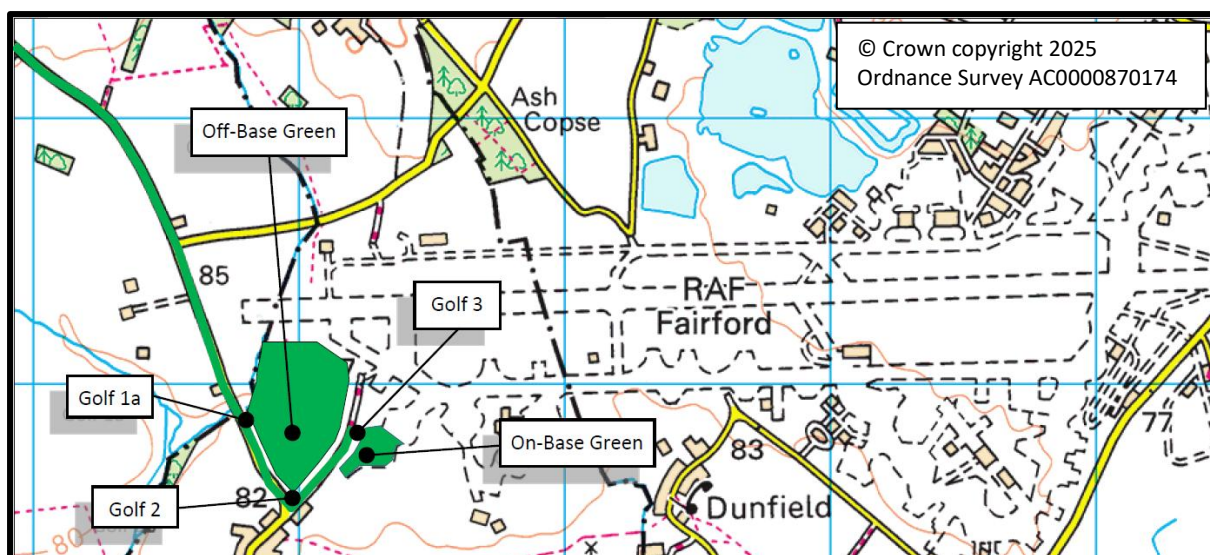


Figure 27 - Green Route Ingress Traffic Points - Car Park Gates

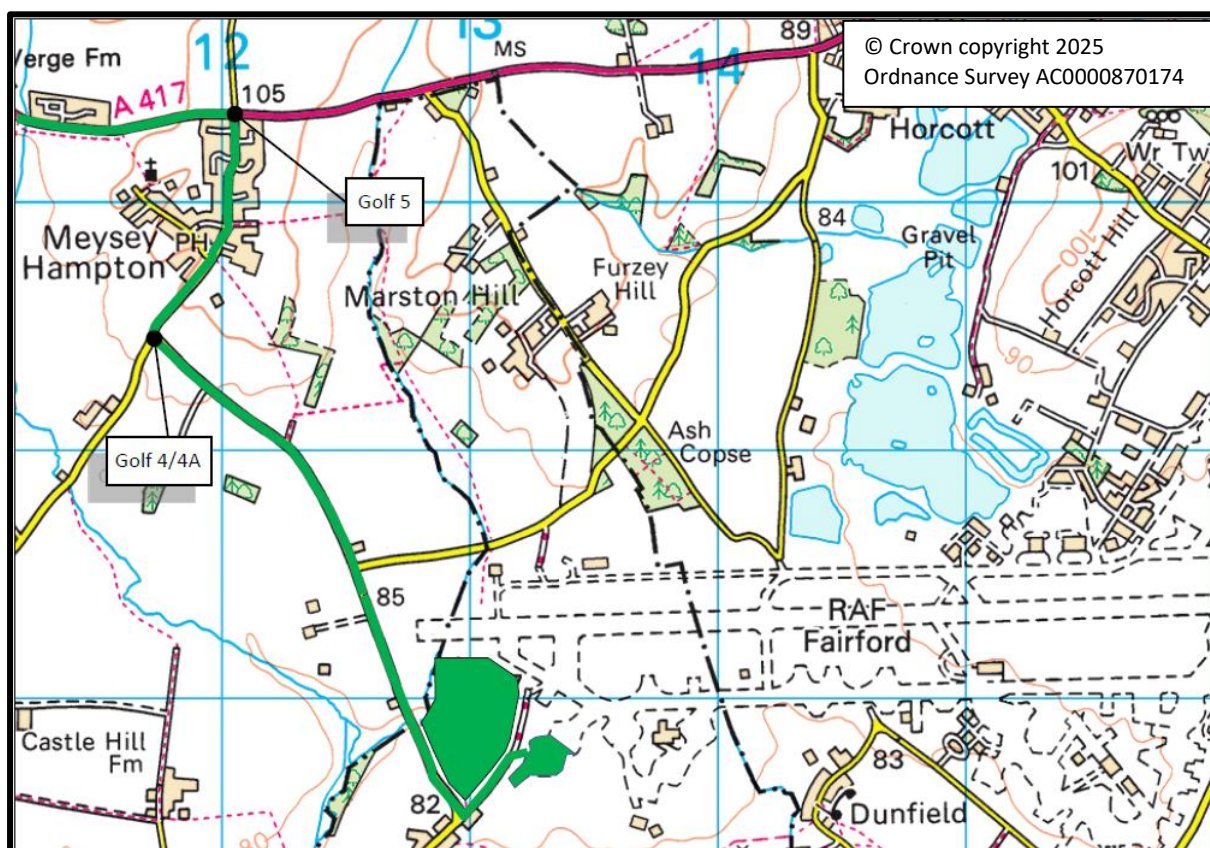


Figure 28 - Green Route Ingress Traffic Points – Meysey Hampton

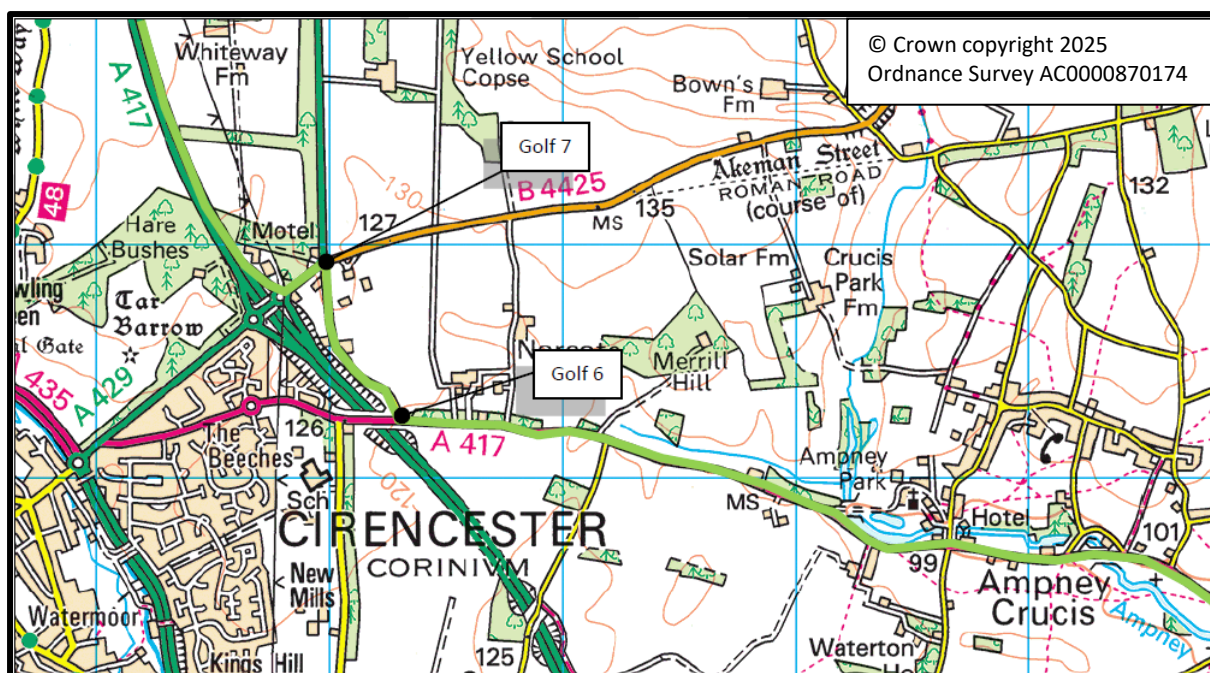


Figure 29 - Green Route Ingress Traffic Points - Cirencester

9.8 Exit Phase – Operational Control Points

Green Route Operational Control Points during the Exit Phase are as contained within the table below and illustrated at Figures 30, 31 & 32.

Point	Location	Responsibility
Golf 1a PATO – 1	Green Gate 1 1430 – 2030 (1900 Friday)	Control traffic departing Green Gate 1 facilitating dual flow
Golf 2 PATO – 1	Green Triangle/Green Gate 2 The Street, Marston Meysey 1430 – 2030 (1900 Friday)	- Control traffic departing via Green Gate 2 and Marston Meysey Lane - Pedestrian Safety - Be prepared to send traffic south through Marston Meysey
Golf 3 CP – 1	Gate M Marston Meysey Lane	- Control exiting traffic - Pedestrian Safety
Golf 4/4a PATO – 2 (Not Friday)	Down Ampney 'T' junction 1430 – 2030	- Control exiting traffic and maximise usage of both Green and Alternate Green exit routings - Pedestrian Safety
Golf 5 TMO – 1 (Not Friday)	A417 junction with High Street, Meysey Hampton	Control traffic at crossroads with temporary traffic lights ensuring maximum progress away from airfield
Golf 6 TMO – 1 (Not Friday)	A417 London Road junction with Cehrry Tree Lane	Control traffic signals at crossroads ensuring maximum progression away from airfield
Golf 7 TMO – 1	Cherry Tree Crossroads, Cirencester	Manually control traffic signals to ensure maximum progress away from

(Not Friday)		airfield
Golf 8	<i>A417(T)/A429 slip-road at traffic island</i>	<i>Not a staffed location during exit phase</i>
Golf 9 TMO – 1 (Not Friday)	Latton Road junction with Down Ampney turn	Maintain operate temporary traffic signals to assist vehicle flow away from the area towards A419(T)

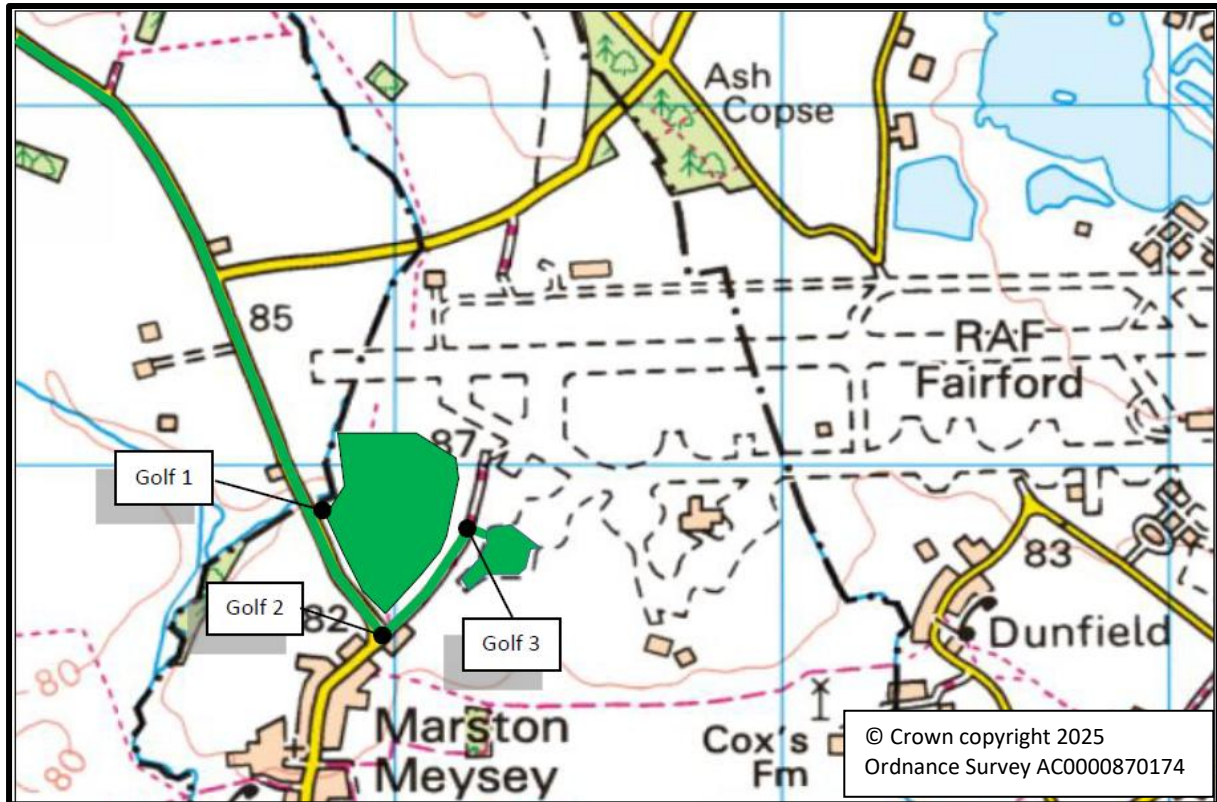


Figure 30 - Green Route Egress Traffic Points - Car Park Gates

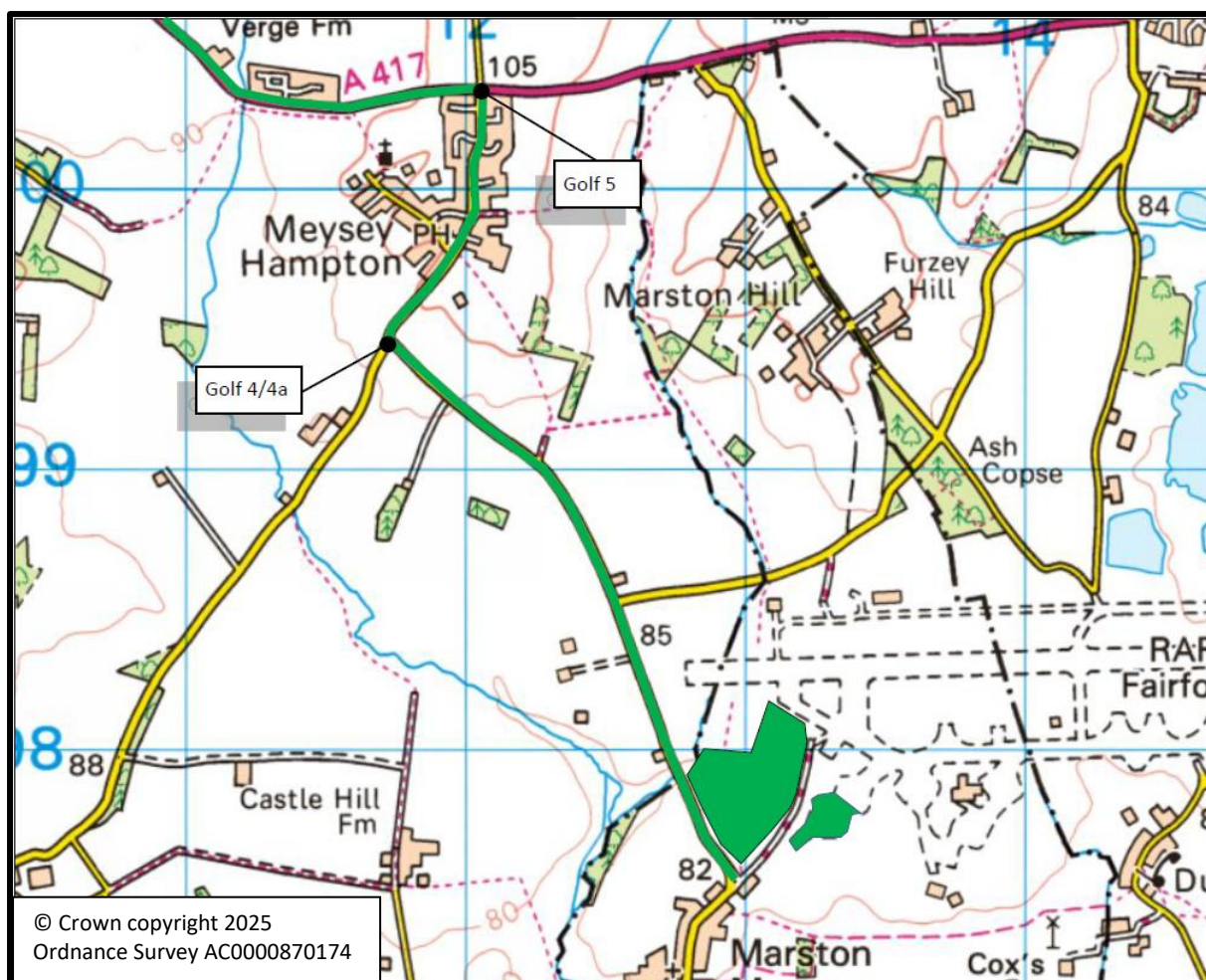


Figure 31 - Green Route Egress Traffic Points - Meysey Hampton

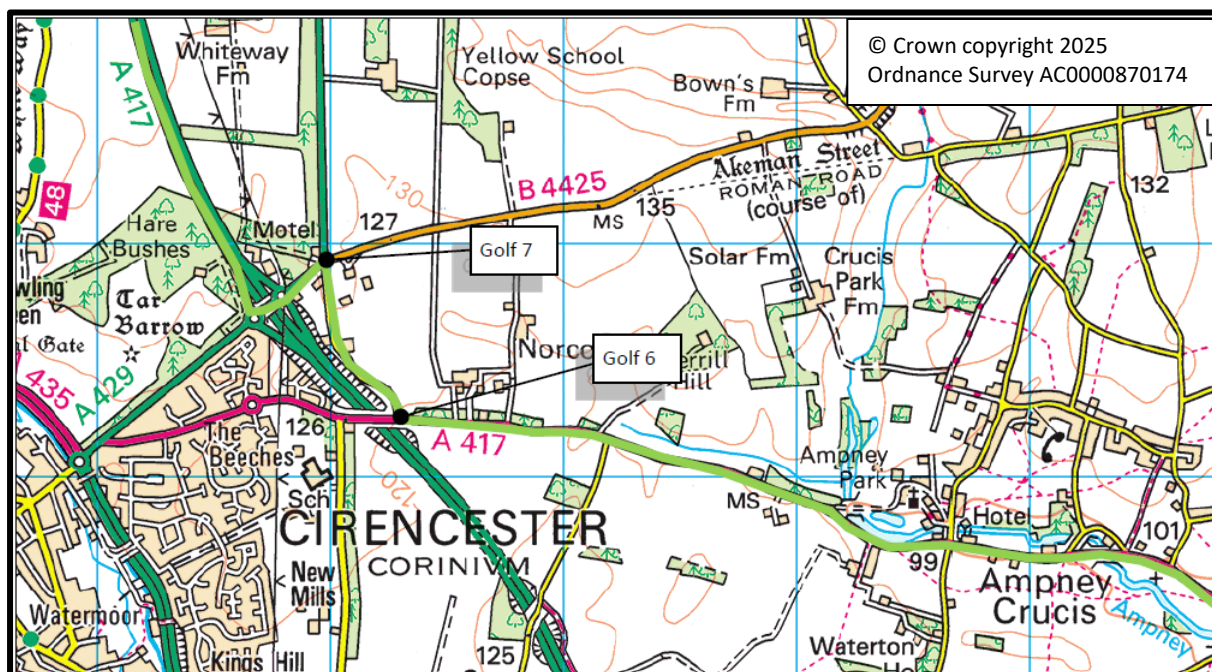


Figure 32 - Green Route Egress Traffic Points - Cirencester



Figure 33 - Green Route Egress Traffic Points – Cirencester Road

10. Purple Route 1

10.1 General

This route is designated a non-public route and is for the use of specific traffic including Shuttle Buses, Aircrew Buses/Transport and VIP vehicles together with those residing along the route who require general access to their properties and/or businesses. **For RIAT 2025, this route is operational on 18th 19th & 20th July**, during which, access is controlled by Traffic Officers (enforcing a Temporary Traffic Order) at either end of the route (with some minor adjustments on 18th July), namely between the Freke Arms Public House to the south and the Chapel Street/High Street Junction, Kemsford to the north.

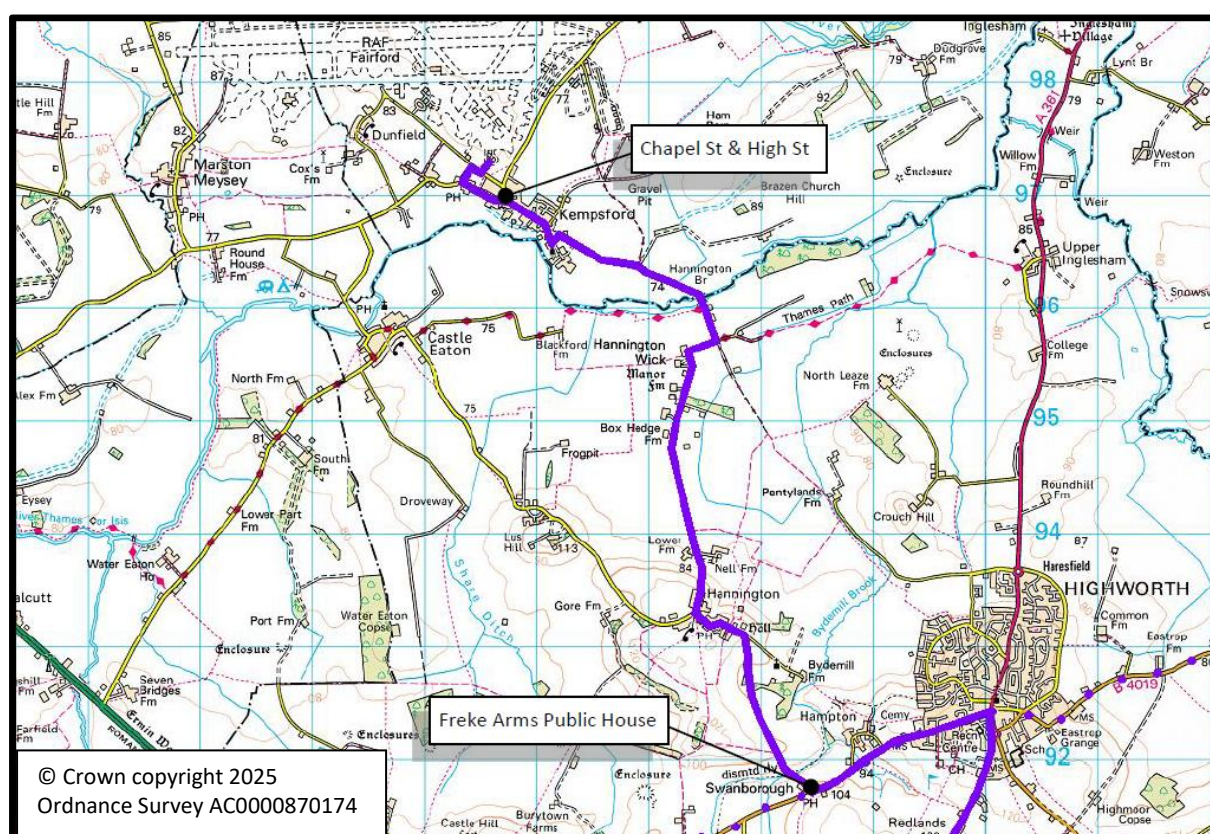


Figure 34 - Purple Route (1)

This route is variable, dependent upon approach direction. The designated route, however, sees inbound traffic approach via the A419(T) northbound departing onto the A361 Slip Road to Highworth. Upon reaching Highworth, traffic turns left onto the B4019 towards Broad Blunsdon before turning right at the Freke Arms Public House. Traffic subsequently travels through Hannington and Hannington Wick before joining the Kemsford One-Way System and entering the airfield at Gate G (See **Figure 34** above). Equally, traffic originating from the immediate area of Swindon will approach the Freke Arms on the B4019 but travelling in a easterly direction.

10.2 Entry Phase

During the Entry Phase, Shuttle Buses, Aircrew Buses/Transport and VIP vehicles will use the Purple Route (1), inbound to the airfield and will be required (if applicable) to exit via the Blue Route. Due to the volume of inbound traffic and the narrowness of the roads in use, there is no provision for any of these vehicles to depart via the Purple Route during the Entry Phase.

There exists, in extremis, the contingency to direct Purple Route traffic along Top Road in advance of Gate G and for them to effect entry to the Guest Car Park via Gate I. This would be achieved by the utilisation of the VMS at the 'Green Triangle', Kempsford together with the proactive intervention of Traffic Officers. It is only envisaged that this option will be enacted owing to significant issues at, or around, Gate G/Bay 29. This option will provide its own challenges in relation to traffic moving 'lanes' in the area of Mount Pleasant, Kempsford and subsequently, at Gate I, where Guest Traffic will need to be separated from General Public traffic wishing to enter Blue Car Parks. Wherever possible the latter will use Blue Gate 1.

10.3 Exit Phase

The Exit Phase sees a reverse of this operation with Shuttle Buses and Aircrew Buses/Transport approaching the airfield via the Blue Route and departing on either the Blue or Purple Routes, dependent upon levels of congestion. Departing VIP traffic, together with a proportion of traffic from the Blue Car Parks, will also be directed to leave the area via the Purple Route. **For the purposes of the Purple Route, the change over from the Entry Phase to the Exit Phase will take place at 1500 hrs, after which time restricted access will apply from the Freke Arms direction.**

The exit route for VIP traffic is optional as both designated routes (Purple Route 1 or 2) are available for use. All VIP traffic will routinely depart from the airfield via Gate G.

To assist with the departing flow of traffic, manually operated Temporary Traffic Signals will be in use at the Freke Arms junction. Additionally, a green filter arrow will be used at the fixed traffic signals on the Blunsdon over-bridge in order to provide uninterrupted access to the A419(T) southbound and onwards toward J15 M4.

10.4 Entry Phase - Operational Control Points

Purple Route Operational Control Points during the Entry Phase are as contained within the table below (See **Figure 35**).

Point	Location	Responsibility
Bravo 6 PATO – 2 (Duplicate included for complete overview)	Chapel Road at High Street, Kempsford	- Control traffic flow - Supervise Kempsford one-way system - Ensure that Shuttle Buses & Aircrew Transport Buses utilise 'Purple Inbound' and 'Blue Outbound' - Prevent use of Purple Route by Large Vehicles - Restrict other vehicle use to 'Access Only'
Papa 1/Papa 1a PATO – 2 (Not Friday)	B4019 junction at Freke Arms PH 0545 – 2030	Control junction restricting use to Shuttle Buses, VIP's, Guests (Purple Pass Holders) and vehicles with Resident Stickers
Papa 2 PATO – 1	Queens Road at Nell Hill 0545 – 2030 (1930 on Friday)	Control junction restricting use to Shuttle Buses, VIP's, Guests (Purple Pass Holders) and vehicles with Resident Stickers

Papa 3 PATO – 1 (Not Friday)	School Lane at Long Row, Castle Eaton 0545 – 1230	Dissuade use of southeasterly travel towards Hannington
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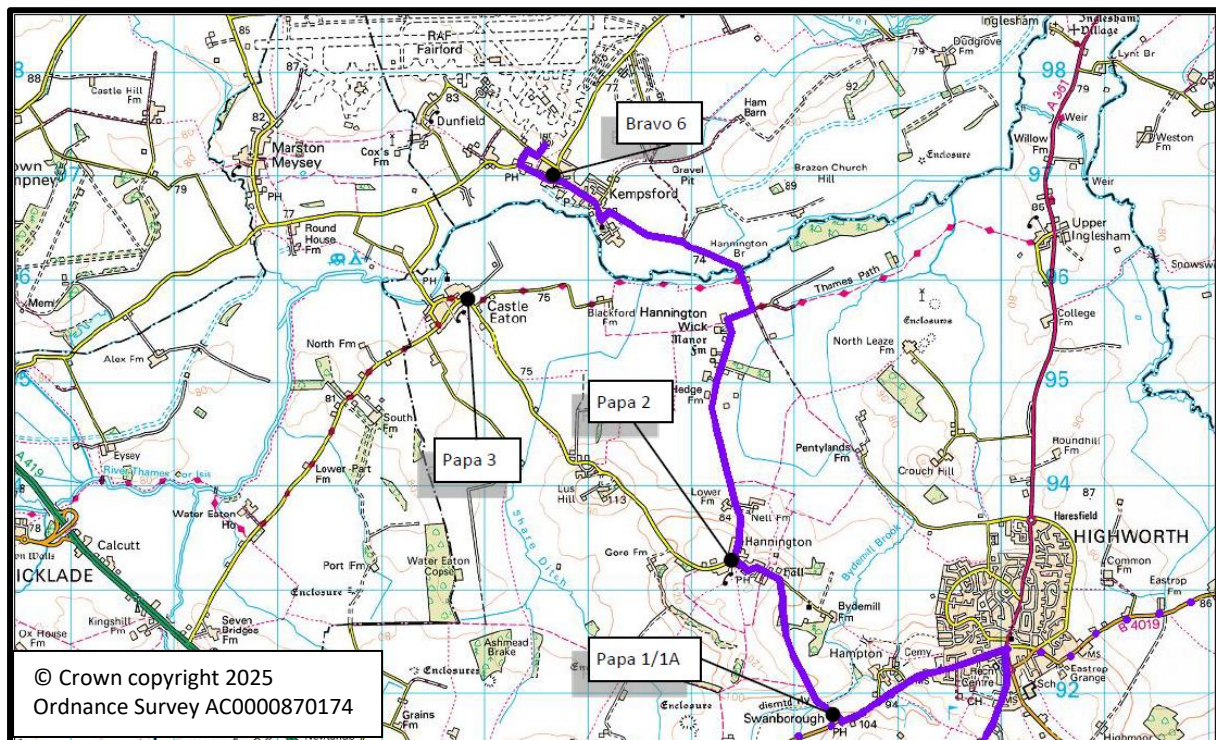


Figure 35 - Purple Route (1) Ingress Traffic Points

10.5 Exit Phase - Operational Control Points

Purple Route Operational Control Points during the Exit Phase are as contained within the table below (See Figure 36).

Point	Location	Responsibility
Bravo 6 PATO – 2 (Duplicate included for complete overview)	Chapel Road at High Street, Kemsford	- Control traffic flow - Supervise Kemsford one-way system - Be prepared to pulse exiting traffic from Blue Car Parks between Purple and Blue to reduce pressure on Purple - Shuttle & Crew Buses – Inbound on Blue/Outbound on Blue or Purple depending on congestion - Coaches – outbound on Blue
Papa 1/Papa 1a PATO – 2 (Not Friday)	B4019 junction at Freke Arms PH 0545 – 2030	- Control junction to prevent use towards Kemsford during the Exit Phase bu buses, coaches or other large vehicles, which would conflict with exiting traffic - General guide – no 'Through Route –

TMO – 1 (Not Friday)	1500 - 2030	Access Only' Temporary Traffic Signal operation facilitating free flowing exit from Purple Route onto B4109
Papa 2 PATO – 1	Queens Road at Nell Hill 0545 – 2030 (1930 on Friday)	- Control junction to prevent use towards Kempford during the Exit Phase by buses, coaches, or other large vehicles which would conflict with exiting traffic - General guide – no 'Through Route – Access Only'
Papa 3	School Lane at Long Row, Castle Eaton	<i>Not a staffed location during exit phase</i>

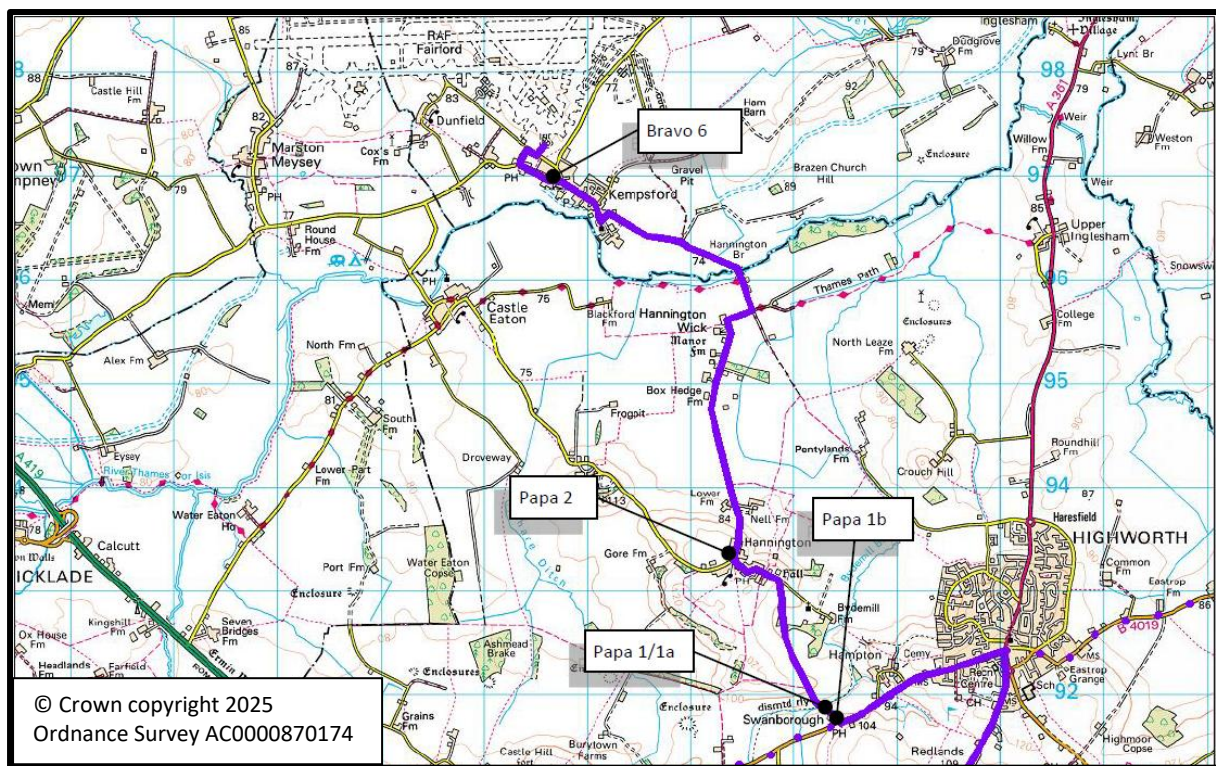


Figure 36 - Purple Route (1) Egress Traffic Points

11. Purple Route 2

11.1 General & Entry Phase

This is a local and lightly used VIP route utilising minor roads to the north of Fairford. Numerous roads lead to the start point at Coln St Aldwyns and traffic approaches Fairford via Quenington. Upon reaching Fairford, vehicles are directed onto Horcott Road towards the Whelford T-junction whereupon a right turn is made towards Kempford. By-passing Red Car Park access points (Washpool Lane and Gate E), vehicles join the Kempford One-Way system before entering the airfield via Gate G. Vehicles will then route internally, parking on-base within the Guest Car Park (See Figure 36 below).



Figure 37 - Purple Route (2) Traffic Points

11.2 Exit Phase & Operational Control Points

Exit will, generally, be the reverse of entry with vehicles departing via Gate G to join the Kempsford One-Way System before turning left onto Whelford Road. Upon reaching Whelford, vehicles will turn left into Horcott Road in order to access the northbound Purple Route via Fairford. During the Exit Phase Traffic Officers will be deployed at the Horcott Road/A417 Crossroads, Fairford in order to maximise flow rates at that junction (see **Figure 36** above).

Point	Location	Responsibility
Papa 3/Papa3a PATO – 2	Horcott Road/A417 crossroads, Fairford 1530 – 1930 Friday 1530 – 2030 Saturday/Sunday	Maintain free flowing junction and prevent back-up on Horcott Road

12. Black Route

12.1 General

The Black Route is retained for use by the Emergency Services (ES) in the event of a major incident. The approach for ES vehicles from Cirencester will be by means of the A417 whilst those approaching from the Burford direction will do so via the A361 and A417. From the direction of Cirencester, the route turns right 0.3 miles west of Fairford following unclassified narrow lanes for 1.3 miles to the RVP located at Gate R. Standard signage will identify the ES Rendezvous Point (RVP).

It is essential that during published flying hours throughout the period 17 to 22 Jul (inclusive), access to the RVP is kept clear of parked and/or unauthorised vehicles. No-Entry signage will be employed in order to assist in the controlling of access. It is imperative that the road between Ash Copse north-easterly to the A417 remains clear of parked vehicles, as all supporting ES vehicles would use this route, both inbound to and outbound from the airfield (See **Figure 37** below).

Rhymes Lane to Gate R and back to Ash Copse is the subject of a Road Closure Order and as such will be signed 'Road Closed', with only vehicles of residents and business users permitted access. This Road Closure Order will be enforced by PATO staff as detailed below.

An additional Road Closure, first introduced for RIAT 2019, further enhances the sterility of the Black Route. This sees the road between Ash Copse, westerly, to its junction with the Green Route closed on 18th, 19th & 20th July; this Road Closure Order will also be enforced by PATO staff.

12.2 Alternate RVP

The Main Gate, RAF Fairford (Gate A) is designated as the alternate RVP in the event of Gate R being compromised.

12.3 Operational Control Points

Black Route Operational Control Points are shown below (See also **Figure 37**).

Point	Location	Responsibility
Black 1 PATO – 1	Rhymes Lane 0800 – 1900 (Wednesday, Thursday & Monday) 0700 – 1900 (Friday – Sunday)	Restrict access to Residents, Business Owners and Customers
Black 2 PATO – 1	Ash Copse Crossroads 0800 – 1900 (Wednesday, Thursday & Monday) 0700 – 1900 (Friday – Sunday)	Restrict access to all, with the exception of Residents, Business Owners and their customers
Black 3 PATO – 1	Relief for all posts	As required
Black 4 PATO – 1	South Leaze Cottage T-Junction	Preventing easterly travel from Green Route

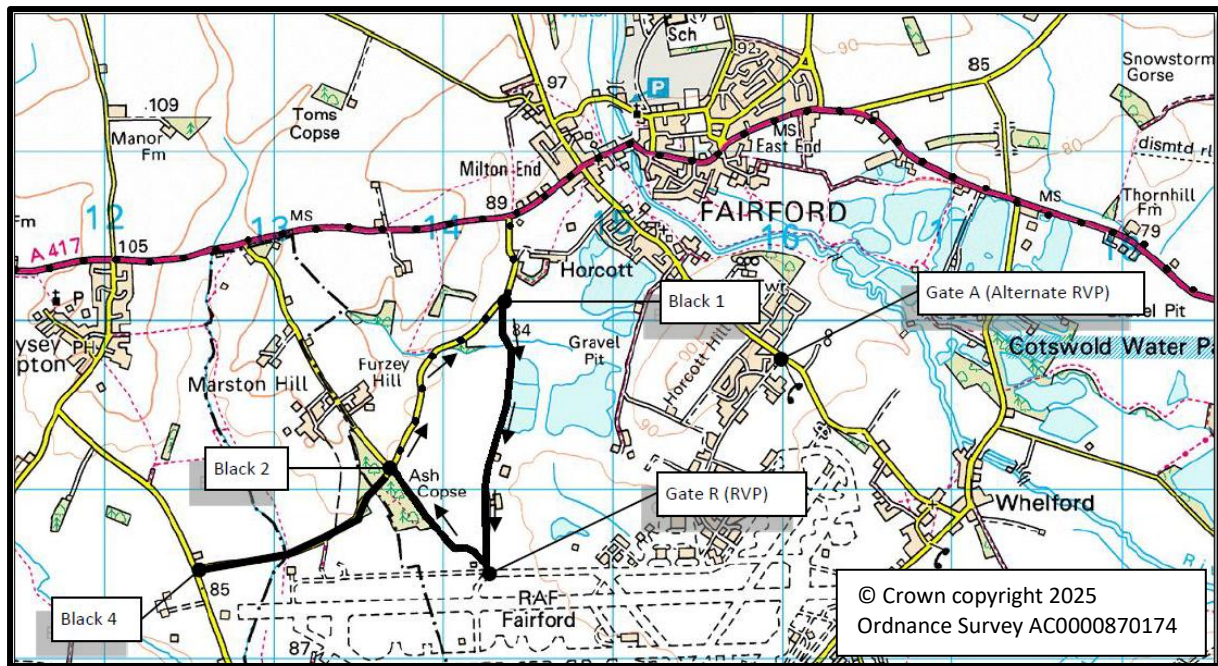


Figure 38 - Black Route

13. Traffic Orders

13.1 General

Approval has been sought from the relevant authorities, in respect of the following Temporary Traffic Orders and Vehicle Restrictions.

13.2 Tidal Flows & One-Way Systems

13.2.1 Kempsford One-Way System

Commencing at 0600 hrs on Friday 18th July until 2100 hrs on Sunday 20th July, this will see traffic on High Street, Top Road and Chapel Road adopt a clockwise traffic flow around Kempsford.

13.2.2 Red Route

(i) Entry Phase

Between 0600 hrs and 1500 hrs on Saturday 19th and Sunday 20th July, a One-Way Order on 2.7 miles of Whelford Road between 'Allotment Corner', Kempsford and the A417 will prohibit travel in a northerly direction to facilitate dual lane streaming south from the A417 junction.

(ii) Exit Phase

Between 1500 hrs and 2200 hrs on Saturday 19th and Sunday 20th July, a One-Way Order on 2.7 miles of Whelford Road between its' junction with the A417 to 'Allotment Corner', Kempsford will prohibit travel in a southerly direction to facilitate dual lane streaming from Car Park exits.

13.2.3 Alternate Red Route

(i) Entry Phase

Between 0600 hrs and 1500 hrs daily on Saturday 19th and Sunday 20th July a One-Way Order on 0.5m of unclassified road, (Approximate Grid Ref SP173007 to SP172014) will prohibit travel in a northerly direction.

(ii) Exit Phase

Between 1500 hrs and 1900 hrs daily on Saturday 19th and Sunday 20th July, a One-Way Order on 0.5m of unclassified road, (Approximate Grid Ref SP173007 to SP172014) will prohibit travel in a southerly direction.

13.2.4 Green Route

(i) Entry Phase

Between 0600 hrs and 1500 hrs on Saturday 19th and Sunday 20th July, a One-Way Order on 1.5 miles of road from the junction of The Street with Marston Meysey Lane, Marston Meysey to its junction with High Street, Meysey Hampton will prohibit travel in a north-westerly direction.

(ii) Exit Phase

Between 1500 hrs and 1900 hrs on Saturday 19th and Sunday 20th July, a One-Way Order on 1.5 miles of road from the junction of The Street with Marston Meysey Lane, Marston Meysey to its junction with High Street, Meysey Hampton will prohibit travel in a south-easterly direction.

13.3 Road Closures

13.3.1 Dunfield Village Loop

During the period 16th to 21st July, a section of unclassified road from the junction of the C124 with Dunfield Road for 1.35 miles to the junction of Top Road with the High Street, Kempsford. (Waypoints – Grid References SU147969 to SU154973 via Dunfield). During the aforementioned period, access will be restricted to 'Residents'. Furthermore, as an additional road safety measure, a 20mph Speed restriction has been approved for this stretch of road. (NB. For the purposes of this order, 'Residents' includes patrons of Kempsford Camping).

13.3.2 Emergency Services (Black) Route

During the period 16th to 21st July, the section of unclassified road south of the A417 ending at Gate R, before returning north-westerly to the Ash Copse/Oak Copse Crossroads. (Waypoints - Grid References SP143001 to SU142986 to SU137991). During the aforementioned period, access will be restricted to 'Residents and Business Users' only. Additionally, on Friday 18th, Saturday 19th, and Sunday 20th July, the road west of Ash Copse will be closed to its' junction with the Green Route (Grid References SU137991 and SU125985)

NB. To comply with flight safety requirements pedestrians are included in these exclusion orders.

13.3.3 Purple Route (1)

On Saturday 19th and Sunday 20th July between 0600 hrs and 2100 hrs daily there will be a closure on the following roads (or parts thereof): C117; C145; Road No 3/171 and Road No 3/175. The closure will be plotted via the following waypoints, Grid References: SU184917, SU174933, SU176957 and SU157969. This closure will allow Traffic Officers to restrict access to certain categories of airshow visitors and residents; only permitting travel towards Kempsford until 1500 hrs and traffic away from Kempsford from 1500 hrs onwards.

13.4 Speed Limit Orders

In order to enhance vehicle and pedestrian safety, speed restrictions will apply in the following locations:

13.4.1 Dunfield Loop

A 20 mph restriction will be enacted on Road No 40994 from its junction with the C124 to its junction with Road No 40995, Mount Pleasant, a distance of 2 km. The restriction will be in place during the period 16th to 21st July.

13.4.2 Whelford Road

A 30 mph restriction will be enacted on Whelford Road, southerly for 510m, from the existing 30 mph restriction within Whelford. The restriction will be in place during the period 16th to 21st July.

13.4.3 Fairford A417

A 30 mph restriction will be enacted in the area of Thornhill (Shell) Garage, Fairford. The restriction will apply to the following roads:

- A417 westerly for 200m from its junction with Road No 3/172 Whelford Road
- A417 easterly for 200m from its junction with Road No 3/172 Whelford Road
- Road No 3/172 Whelford Road for 200m from its junction with the A417
- Road No 40974 for 100m from its junction with the A417

13.5 Control of Existing Traffic Light Infrastructure

In order to aid the free flow of vehicles during both Entry and/or Exit Phases on Saturday 19th and Sunday 20th July Tracsis Events will be contracted to manually override existing traffic light installations at the following locations:

- A417 High Street, Lechlade at A361 Thames Street, Lechlade
- A361 Halfpenny Bridge, Lechlade
- C124 Twin Bridges (also 18th and 21st July)
- Burford Road at Cherry Tree Lane Crossroads

13.6 Temporary Traffic Lights

In order to aid the free flow of vehicles (and pedestrians) during both Entry and/or Exit Phases on Saturday 19th and Sunday 20th July, Tracsis Events will be contracted to install and operate temporary traffic light installations at the following locations:

- Down Ampney T-junction at Latton during the Exit Phase to prevent unnecessary delay caused by the 'Give Way' requirement when exiting the junction at Latton on the Alternate Green Route.
- Broad Blunsdon over-bridge junction during the Exit Phase to facilitate the free flow of traffic via Purple Route by giving uninterrupted access to the A419(T) south towards the M4.
- Freke Arms T-junction during the Exit Phase to prevent unnecessary delay caused by the Give Way requirement when exiting the junction on Purple Route from Hannington.
- A417 Junction with High Street, Meysey Hampton to maximise vehicular movement to, or from, the Air Tattoo as appropriate.
- A417 London Road junction with Cherry Tree Lane to maximise vehicular movement to, or from, the Air Tattoo as appropriate.
- Whelford Road adjacent and slightly south-west of Gate D to ensure safety of pedestrians crossing to and from the airfield **(also 18th July)**.
- Whelford Road adjacent and slightly south-west of Gate F to ensure safety of pedestrians crossing to and from the airfield **(also 18th July)**.

13.7 Temporary No Waiting Restrictions

Whilst the public days of RIAT 2025 are 18th, 19th, and 20th July the lead-up period sees large numbers of viewing public in the area. For this reason, the No Waiting schedule is detailed in two parts, taking into account, firstly the restrictions which need to be in place for an eight-day period followed by those which only require implementation for the weekend of 18th, 19th, and 20th July itself.

13.7.1 14th – 21st July

During the period 14th to 21st July, No Waiting Areas will be established in the following locations (marked in Red - see **Figure 38**):

(i) Meysey Hampton & Marston Meysey

- T-junction nr South Hill Farm, northerly to T-junction southwest of Meysey Hampton
- T-junction southwest of Meysey Hampton towards Down Ampney to the Dog Kennels
- T-junction southwest of Meysey Hampton, north-easterly to 30mph signs
- From 'Green Triangle' northerly on Marston Meysey Lane to Gate O
- Marston Hill between A417 and Ash Copse
- West of Ash Copse to T-junction between Meysey Hampton and Marston Meysey

(ii) Fairford

- Horcott Road from the A417 junction (Marlborough Arms Crossroads) south easterly to the start of existing yellow lines
- Northerly from Whelford, on Whelford Road, from the end of yellow lines to the Dudgrove junction
- Washpool Lane from Whelford Road to the Gravel Quarry

13.7.2 18th – 20th July

During the period Friday 18th to Sunday 20th July, No Waiting Areas will be established in the following locations (Marked in Black - see **Figure 38**):

(i) Meysey Hampton

- North from southern 30mph signs to Mason's Arms Public House (Public House frontage from Saturday) continuing on both sides of the road to A417 junction
- Coronation Street, Fairford, from Marlborough Arms/(former) Coln House School crossroads northerly for 450 metres to its junction with West End Gardens, Fairford
- The Street, Castle Eaton for 65 metres between its junction with u/c Road No 149601 and its junction with Mill Lane

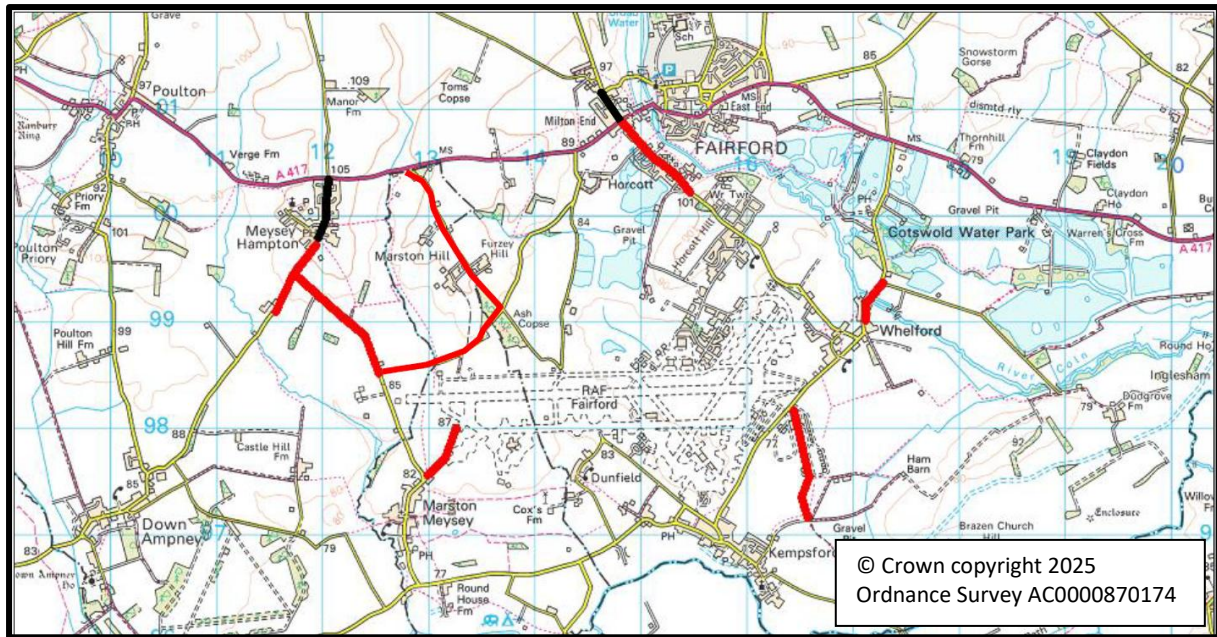


Figure 39 - No Waiting Restrictions

14. Variable Matrix Signing

14.1 Contracted Signage

In support of fixed signage provided by AA Signs, RIAT will be operating additional Variable Matrix Signage (supplied by Kelly Bros) at a number of strategic locations in advance of and during the Air Tattoo period. All signs will be remotely programmable from the RIAT Traffic Cell and are scheduled to be deployed by Monday 14th July.

14.1.1 Sign 1 – Latton

This sign will be located near Latton (Alternate Green & Brown Routes), facing southbound traffic, 0.5 miles in advance of the left turn for Down Ampney. It will initially provide advance warnings relating to the Air Tattoo and on 18th, 19th and 20th July will provide advice specific to the Brown Route.

Use	Seq	Frame 1	Frame 2	Frame 3	Frame 4	Frame 5	Comments
Advance Warning Fri 11 to Thu 17	A	Advance Warning Air Tattoo RAF Fairford	Fri/Sat/Sun 18/19/20 July	Avoid Whelford, Kempsford and C124	One-Way Orders in force	Non-show Traffic find other route	<i>Set when sign active</i>
Show Days Fri 18/Sat 19/Sun 20	B	Air Tattoo Green Route Left Ahead	Brown Route & Coaches Straight On				<i>Change as directed</i>
Show Days Fri 18/Sat 19/Sun 20	C	Air Tattoo All Cars Left Ahead	 0.5 miles	Coaches Straight On			<i>Set at 1800 hrs, Thu/Fri/Sat/Sun 17/18/19/20</i>
Show Days Fri 18/Sat 19/Sun 20	D	Air Tattoo Green Route CLOSED	NO Left Turn Ahead	All Traffic Straight On			<i>Change As Directed</i>

14.1.2 Sign 2 – A417(T) Southbound

This sign will be located on the A417(T) Southbound (Green Route) approximately 0.5 miles in advance of the Burford Road Junction. It will initially provide advance warnings relating to the Air Tattoo and on 18th, 19th and 20th July will provide advice specific to the Green Route.

Use	Seq	Frame 1	Frame 2	Frame 3	Frame 4	Frame 5	Comments
Advance Warning Fri 11 to Thu 17	A	Air Tattoo Fri/Sat/Sun 18/19/20 July	Road Closures Avoid Kempsford C124				<i>Set when sign active</i>
Show Days Fri 18/Sat 19/Sun 20	B	Air Tattoo Exit Left	Coaches Straight On				<i>Set at 1800 hrs, Thur 17th</i>
Show Days Fri 18/Sat 19/Sun 20	C	Air Tattoo Delays ALL Traffic straight on	Follow Green Alternate Route				<i>Change as required</i>

14.1.3 Sign 3 – Site 16 Entrance

This will be operable from Monday 14th to Monday 21st July and located at the entrance to Site 16 (Whelford Rd) normally facing North. This sign will be utilised for messaging relating to Park & View (East) and general Red Route/Car Park directives.

Use	Seq	Frame 1	Frame 2	Frame 3	Frame 4	Frame 5	Comments
Advance Warning Fri 11 to Thu 17	A	Air Tattoo Fri/Sat/Sun 18/19/20 July	Road Closures Avoid Kempsford C124				<i>Set when sign active</i>
Show Days Fri 18/Sat 19/Sun 20	B	Red Car Parks Open Follow Directions	Purple Passes & Gate 'G' Straight On	Display any Passes NOW			<i>Set at 0600 hrs, Fri 19</i>
Show Days Fri 18/Sat 19/Sun 20	C	Car Parks Use both lanes	Pedal Cycles Right Lane	Purple Passes & Gate 'G' Other Traffic	Left Lane	Display any Passes NOW	<i>Set at 0600 hrs, Sat 19/Sun 20</i>
Park & View Wed 16, Thu 17 & Mon 21 Before 0600 hrs	D	Park and View Car Parks Open 0600 hrs	Purple Route Gate 'G' Straight On	Display any Passes NOW	Display any Passes NOW		<i>Set at 1800 hrs, Tue 15/Wed 16</i>
Park & View Wed 16, Thu 17 & Mon 21 Before 0600 hrs	E	Park and View Car Parks Open	Turn Right Ahead	Purple Route Gate 'G' Straight On			<i>Set at 0600 hrs, Wed 16/Thu 17</i>
Overnight in advance of show days Thu/Fri/Sat	F	Air Tattoo Car Parks Open 0600 hrs	Showground Entry From 0730 hrs				<i>Set 1800 hrs, Thu 17/Fri 18/Sat 19</i>
Goodbye Message	G	Thank you all Safe journey See you 2026					<i>Set 1500 hrs Fri 18/Sat 19/Sun 20 Facing Kempsford</i>

14.1.4 Sign 4 – Texaco Garage, Lechlade

This sign will be located on the Red Route in Lechlade at the site of the Co-op/Texaco Garage in advance of the Red Route/Alternate Red Route junction. It will initially provide advance warnings relating to the Air Tattoo and on 18th, 19th and 20th July will provide advice specific to the Red Route.

Use	Seq	Frame 1	Frame 2	Frame 3	Frame 4	Frame 5	Comments
Advance Warning Fri 11 to Thu 17	A	Air Tattoo Fri/Sat/Sun 18/19/20 July	Road Closures Avoid Kempsford C124				<i>Set when sign active</i>
Show Days Fri 18/Sat 19/Sun 20	B	Air Tattoo Cars/Vans Turn Right Ahead	Large Vehicles Straight On				<i>Set at 1800 hrs, Thur 17th overnight</i>
Show Days Fri 18/Sat 19/Sun 20	C	Air Tattoo All Traffic Straight On					<i>as required</i>

14.1.5 Sign 5 – Opposite Red Gate 2

This will be operable from Monday 14th to Monday 21st July and located on the Whelford Road opposite (the former) Red Gate 2. This sign will be utilised for messaging relating to Park & View (East) and general Red Route/Car Park directives.

Use	Seq	Frame 1	Frame 2	Frame 3	Frame 4	Frame 5	Comments
Advance Warning Fri 11 to Thu 17	A	Air Tattoo Fri/Sat/Sun 18/19/20 July	Road Closures Avoid Kemsford C124				<i>Set when sign active</i>
Show Days Fri 18 after 0600 hrs	B	Car Parks Turn Right Ahead	Follow Staff Directions	Display any Passes NOW			<i>Set at 0600 hrs, Fri 18 Facing Whelford</i>
Show Days Fri 18/Sat 19/Sun 20	C	Car Parks Right Lane	Purple Route Gate 'G' Left Lane	Display any Passes NOW			<i>Set at 0600 hrs, Sat 19/Sun 20 Facing Whelford</i>
Park & View Wed 16, Thu 17 & Mon 21 Before 0600 hrs	D	Park and View Car Parks Open 0600 hrs	Enclosure opens at 0730 hrs				<i>Set at 1800 hrs, Tue 15/Wed 16 & Sun 20</i>
Park & View Wed 16, Thu 17 & Mon 21 Before 0600 hrs	E	Park and View Car Parks Open Enclosure 0730	Follow Directions Turn Right	Display any Passes NOW			<i>Set at 0600 hrs, Wed 16/Thu 17</i>
Overnight in advance of show days Thu/Fri/Sat	F	Air Tattoo Car Parks Open 0600 hrs	Showground Entry From 0730 hrs				<i>Set 1800 hrs, Thu 17/Fri 18/Sat 19 Facing Whelford</i>
Goodbye Message	G	Thank you all Safe journey See you 2026					<i>Set 1500 hrs Fri 18/Sat 19/Sun 20</i>

14.1.6 Sign 6 – Green Triangle, Kempston

This will be operable from Monday 14th to Monday 21st July and will be located on the Green Triangle at the junction of Mount Pleasant and Top Road, Kempston. It will be used to provide routine advice to road users in advance of and immediately following the Air Tattoo.

Use	Seq	Frame 1	Frame 2	Frame 3	Frame 4	Frame 5	Comments
Advance Warning Fri 11 to Thu 17	A	Air Tattoo Fri/Sat/Sun 18/19/20 July	Road Closures Avoid Kempston C124				<i>Set when sign active</i>
Show Days Fri 18/Sat 19/Sun 20	B	Car Parks 	Gate G & Purple Passes 	Display any Passes NOW			<i>Set at 0600 hrs, Fri 18/Sat 19/Sun 20</i>
Show Days Fri 18/Sat 19/Sun 20	C	Car Parks Gate G Purple Route	Cars Only Left Lane	Other traffic Right Lane	Display any Passes NOW		<i>As required if Gate G compromised</i>
Park & View Wed 16, Thu 17 & Mon 21 Before 0600 hrs	D	Park and View Car Parks Open 0600 hrs	Enclosure 0730 Follow Park & View East	Display any Passes NOW			<i>Set at 1800 hrs, Tue 15/Wed 16 & Sun 20</i>
Park & View Wed 16, Thu 17 & Mon 21 Before 0600 hrs	E	Air Tattoo Car Parks Open 0600	Showground Entry from 0730 hrs				<i>Set at 1800 hrs, Thu 17/Fri 18/Sat 19</i>
Overnight in advance of show days Thu/Fri/Sat	F	Thank you all Safe journey See you 2026					<i>Set 1800 hrs, Fri 18/Sat 19/Sun 20 Facing Exit Top Rd</i>

14.1.7 Sign 7 – C124, near Quarry

This will be operable from Monday 14th to Monday 21st July and will be located on the C124, approximately 700m east of the roundabout at the western end of the C124/A419(T) overbridge. It will initially provide advance warnings relating to the Air Tattoo and on 18th, 19th and 20th July will provide advice relating to the road restrictions around Kempston.

Use	Seq	Frame 1	Frame 2	Frame 3	Frame 4	Frame 5	Comments
Advance Warning Fri 11 to Thu 17	A	Air Tattoo Fri/Sat/Sun 18/19/20 July	Road Closures Avoid Kempston C124				<i>Set when sign active</i>
Entry Phase Show Days Sat 19/Sun 20	B	Air Tattoo Show Traffic & Access Only	One Way Orders No Through Route beyond Kempston				<i>Set at 0600 hrs, Sat 19/Sun 20 Until end of Entry Phase</i>
Exit Phase Show Days Sat 19/Sun 20	C	Air Tattoo Show Traffic & Access Only	Access to Kempston ONLY				<i>As required at start of Exit Phase</i>
Park & View Wed 16, Thu 17 & Mon 21	D	Park and View Car Parks Open 0600 hrs	Enclosure 0730	Follow Signs Park & View East or West	Display any Passes NOW		<i>Set at 1800 hrs, Sun 20</i>
Overnight in Advance of Show Days Fri 18/Sat 19/Sun 20	E	Air Tatto Car Parks Open 0600	Showground Entry from 0730 hrs				<i>Set at 1800 hrs, Thu 17/Fri 18/Sat 19</i>

14.1.8 Sign 8 – Purple Route on ‘Church Bend’ approaching Kempford

Use	Seq	Frame 1	Frame 2	Frame 3	Frame 4	Frame 5	<i>Comments</i>
Entry Phase Fri 18/Sat 19/Sun 20	A	VIP Purple Pass Holders	Display Passes Clearly at Gate				

14.2 Motorway Signage

In addition to contracted/local Variable Matrix Signage, some information will be displayed on motorway signage on main approach routes to Fairford. This will take the form of Advance Warning signs displayed from 0600 to 2200 hrs daily, during the period Thursday 10th to Thursday 17th July. These signs will provide the general public, notice of probable delays on 'A' Class roads which are likely to be affected by vehicles attending the event.

14.2.1 Advance Warning

The Advance Warning displayed below will be applied to the following signs:

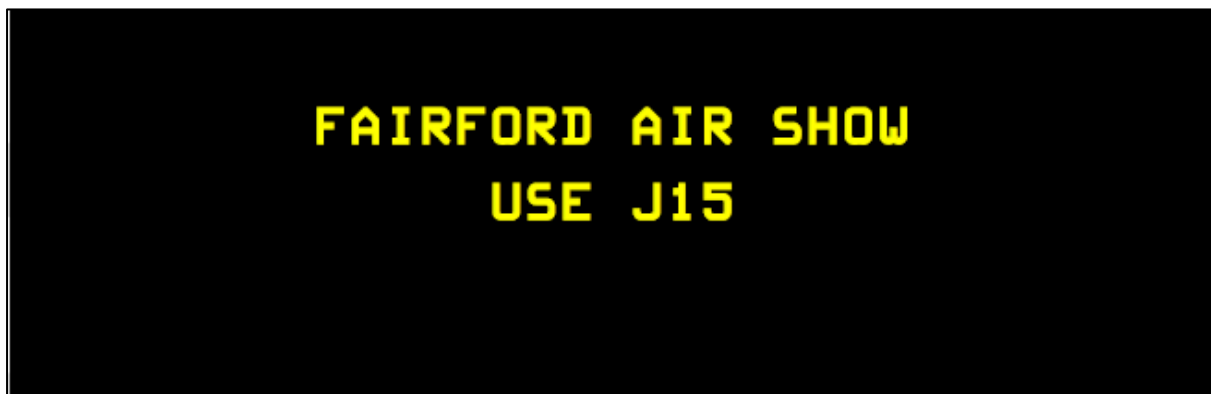
- M4 (3210A) Westbound between J14 and J15
- M4 (3217A) Westbound between J14 and J15
- M5 (7839A) Southbound between J11 and J11A
- M5 (7845A) Southbound between J11 and J11A



14.2.2 Show Days

On 18th, 19th & 20th July during the period 0500 to 1500 hrs, motorway signage will be utilised to provide advice upon route directions as follows:

- M4 (3210A) Westbound between J14 and J15
- M4 (3217A) Westbound between J14 and J15



- M5 (7839A) Southbound between J11 and J11A
- M5 (7845A) Southbound between J11 and J11A

FAIRFORD AIR SHOW USE J15

- M4 (3725B) Eastbound between J19 and J18
- M4 (3737B) Eastbound between J19 and J18
- M4 (3546B) Eastbound between J18 and J17
- M4 (3567B) Eastbound between J18 and J17

FOR AIR SHOW USE J17

14.2.3 Contingency

- M4 (2892A) Westbound between J12 and J13
- M4 (2900A) Westbound between J12 and J13
- M4 (2913K) A34 Northbound between A4 and A339
- M4 (3210A) Westbound between J14 and J15
- M4 (3217A) Westbound between J14 and J15
- M4 (3252B) Eastbound between J16 and J15
- M4 (3262B) Eastbound between J16 and J15
- M4 (3838B) Eastbound between J20 and J19
- M4 (3847B) Eastbound between J20 and J19
- M5 (7839A) Southbound between J11 and J11A
- M5 (7845A) Southbound between J11 and J11A
- M5 (8338B) Northbound between J17 and J16
- M5 (8346B) Northbound between J17 and J16

FAIRFORD AIR SHOW

CANCELLED

15. Pre- and Post-Event Public Traffic Arrangements

15.1 Pre-Wednesday

No specific arrangements are planned to facilitate a viewing area for members of the public.

15.2 Wednesday

Park & View (P&V) Enclosures will be established within the Western and Eastern confines of the airfield; vehicular access will be via Gate M (P&V West) and Gate E (P&V East). Pedestrian access, to P&V East only, will be available via Gate D. **The Park & View Car Parks will open at 0600 hrs whilst the Enclosures themselves will open at 0730 hrs; closure will be at 1930 hrs.**

15.3 Thursday

Park & View (P&V) Enclosures will be established within the Western and Eastern confines of the airfield; vehicular access will be via Gate M (P&V West) and Gate E (P&V East). Pedestrian access, to P&V East only, will be available via Gate D. **The Park & View Car Parks will open at 0600 hrs whilst the Enclosures themselves will open at 0730 hrs; closure will be at 1930 hrs.**

Friends of the Royal International Air Tattoo (FRIAT) members will be permitted access to their enclosure which is centrally located on the crowd-line and open during the period 0800 to 1930 hrs. Access arrangements will see members park in the Blue Car Park and enter the airfield, on foot, via Gate K and Blue CEP.

During the period 0545 to 1600 hrs, PATOs will be employed in the vicinity of Gate D in order to control traffic flows in that area.

15.4 Monday

Park & View (P&V) Enclosures will be established within the Western and Eastern confines of the airfield; vehicular access will be via Gate M (P&V West) and Gate E (P&V East). Pedestrian access, to P&V East only, will be available via Gate D. **The Park & View Car Parks will open at 0600 hrs whilst the Enclosures themselves will open at 0730 hrs; closure will be at 1800 hrs.**

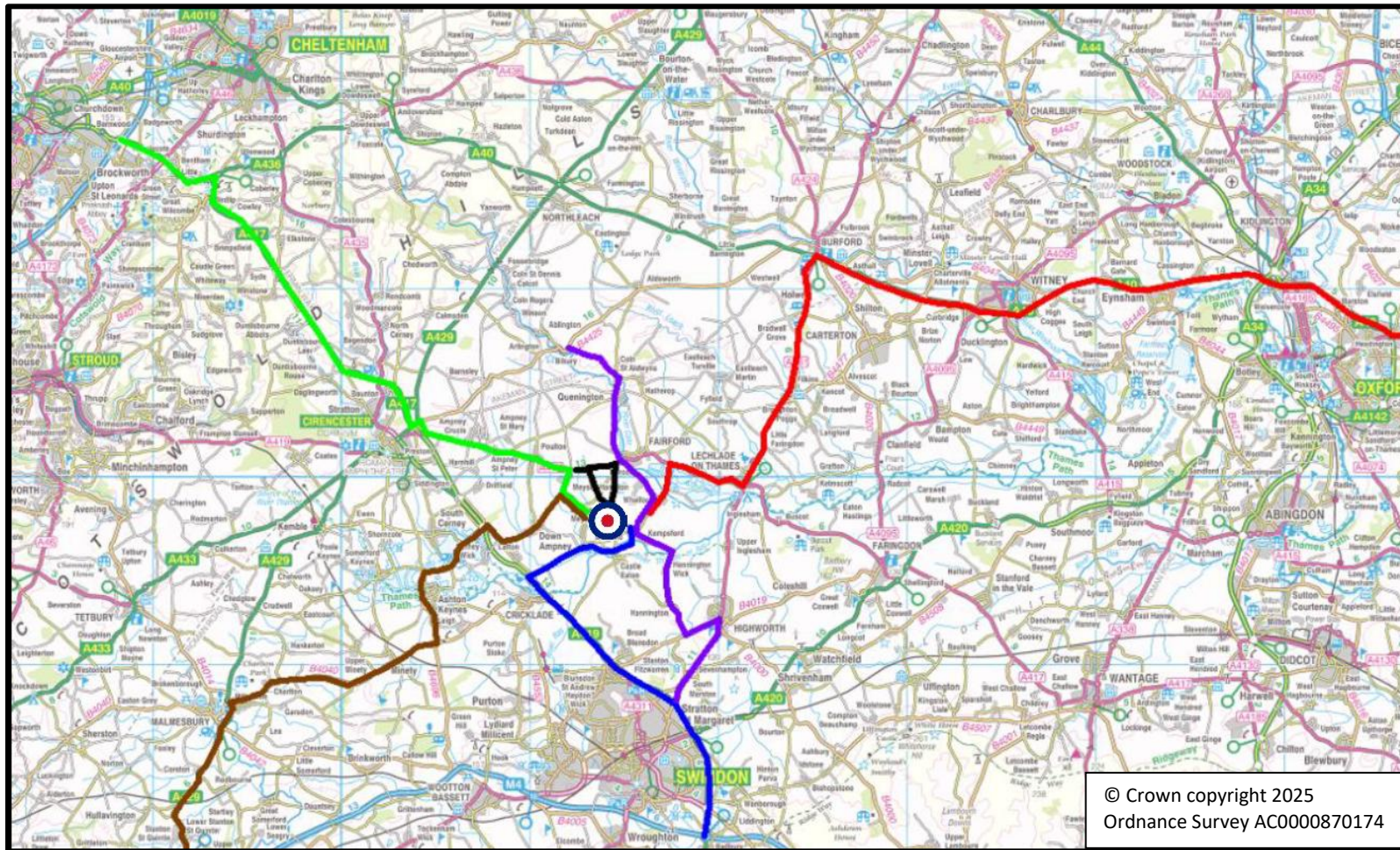
Friends of the Royal International Air Tattoo (FRIAT) members will be permitted access to their enclosure which is centrally located on the crowd-line and open during the period 0800 to 1800 hrs. Access arrangements will see members park in the Blue Car Park and enter the airfield, on foot, via Gate K and Blue CEP.

During the period 0545 to 1630 hrs, PATOs will be employed in the vicinity of Gate D in order to control traffic flows in that area.

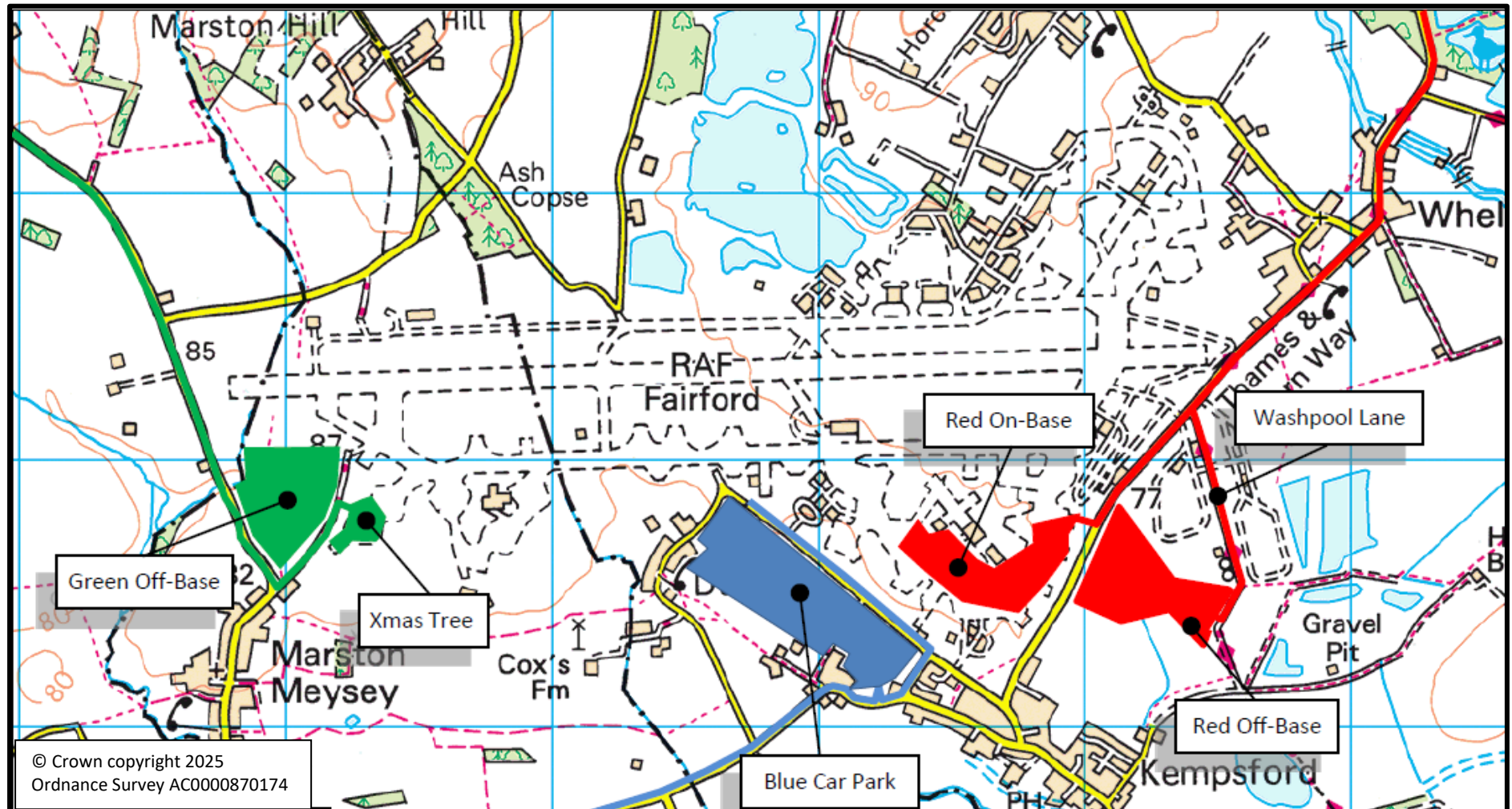
Appendices

A. Appendix A

i. Overview of Routes



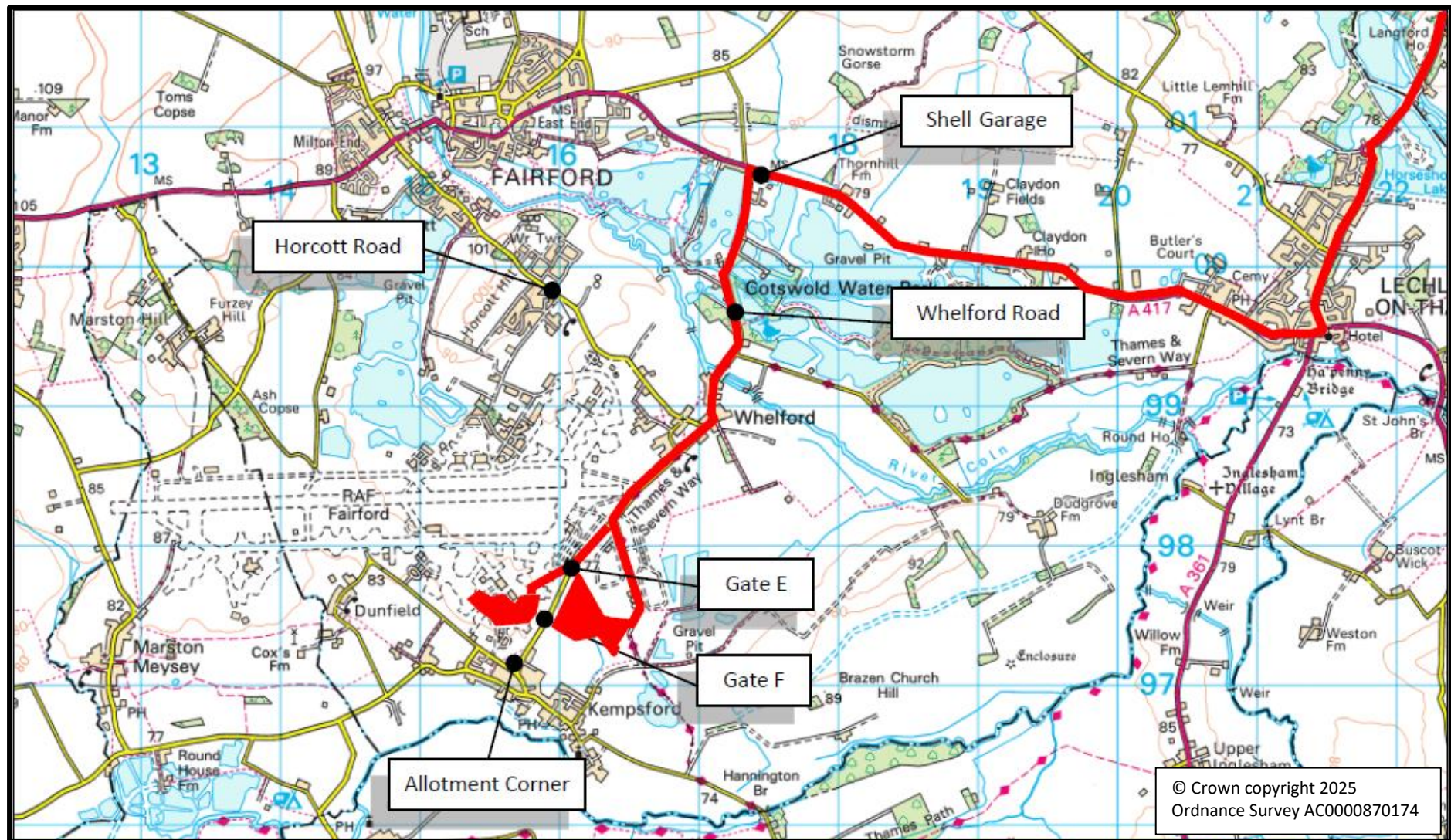
ii. Overview of Car Parks



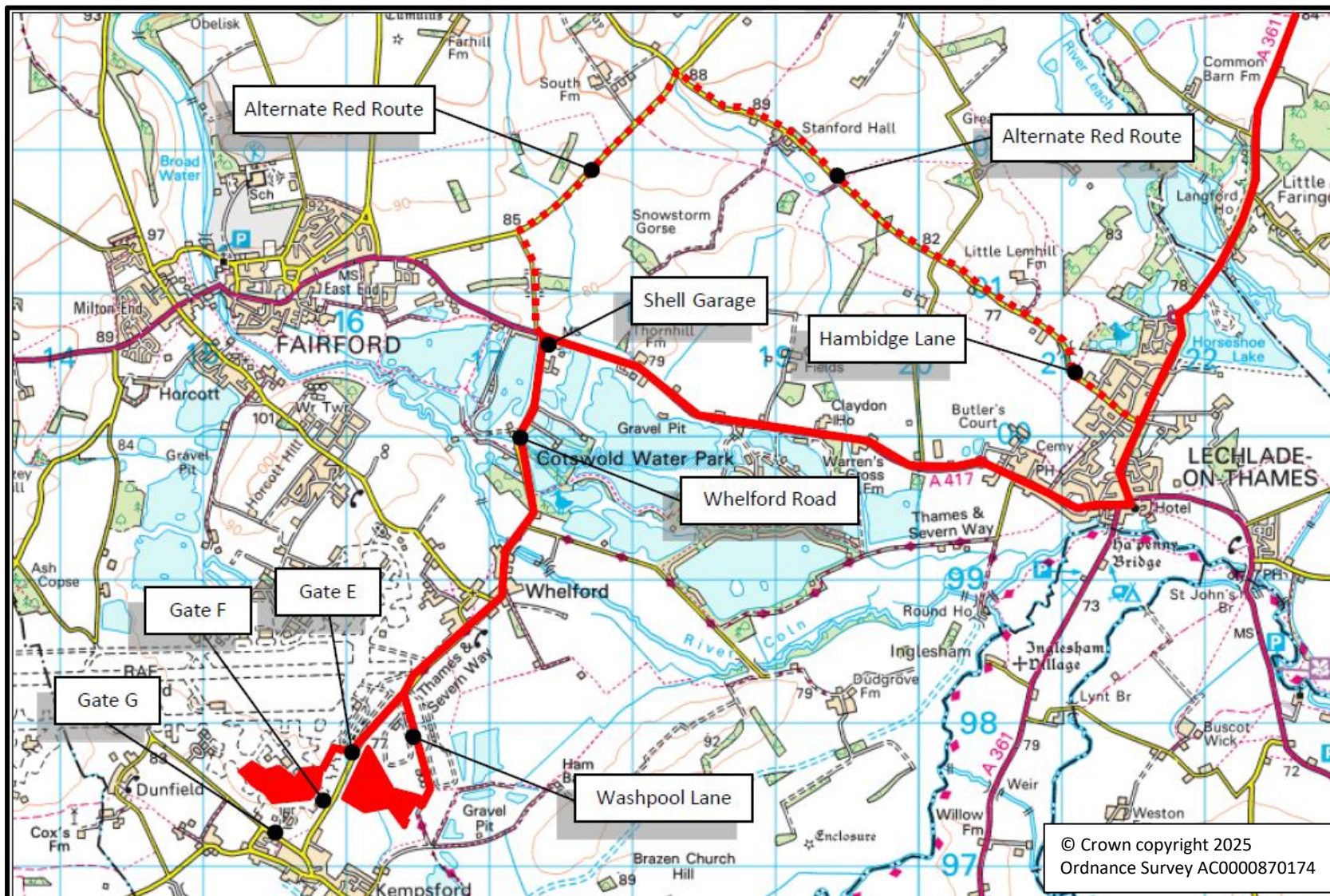
iii. Overview of Airfield Gates



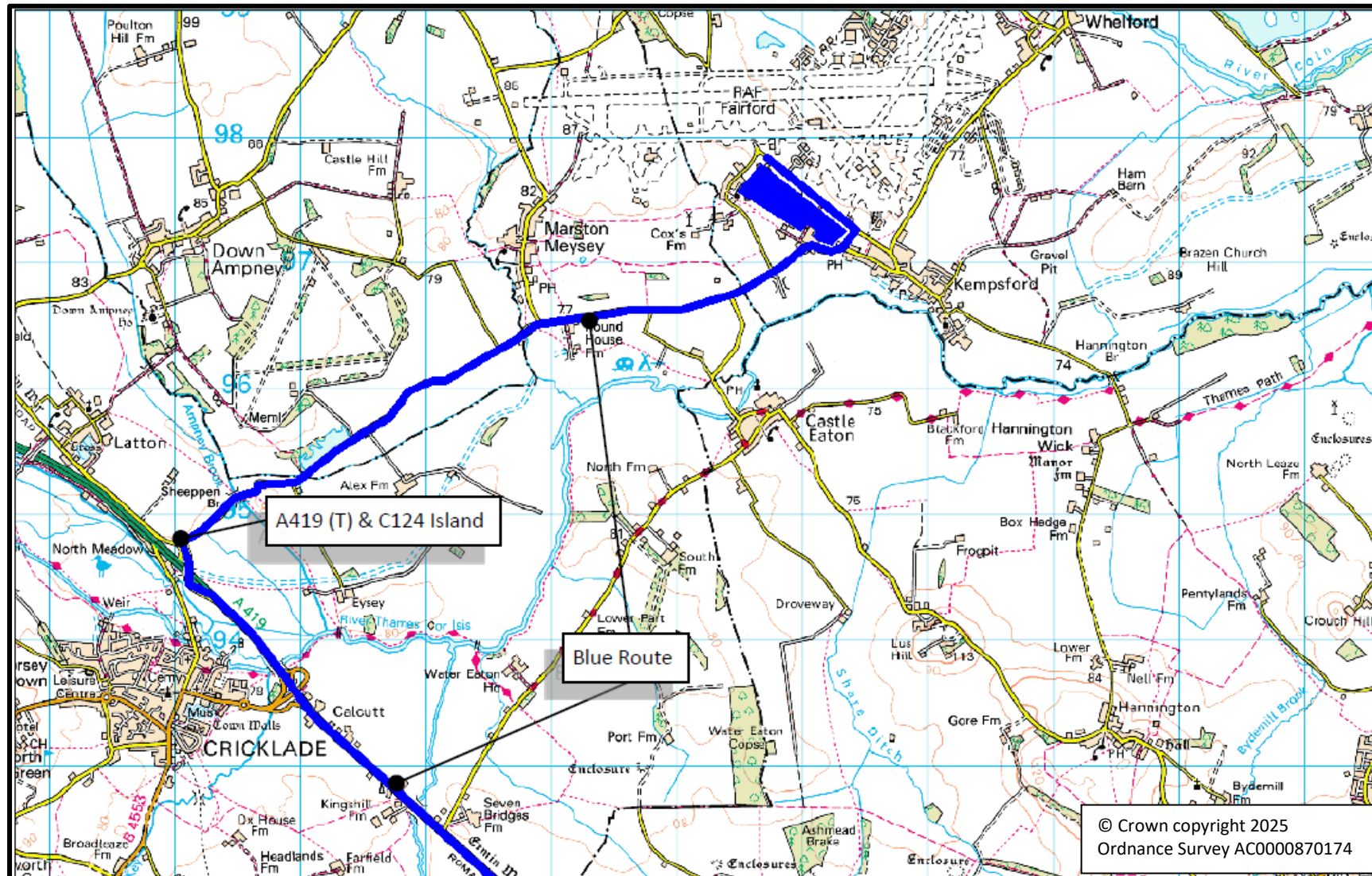
iv. Red Route



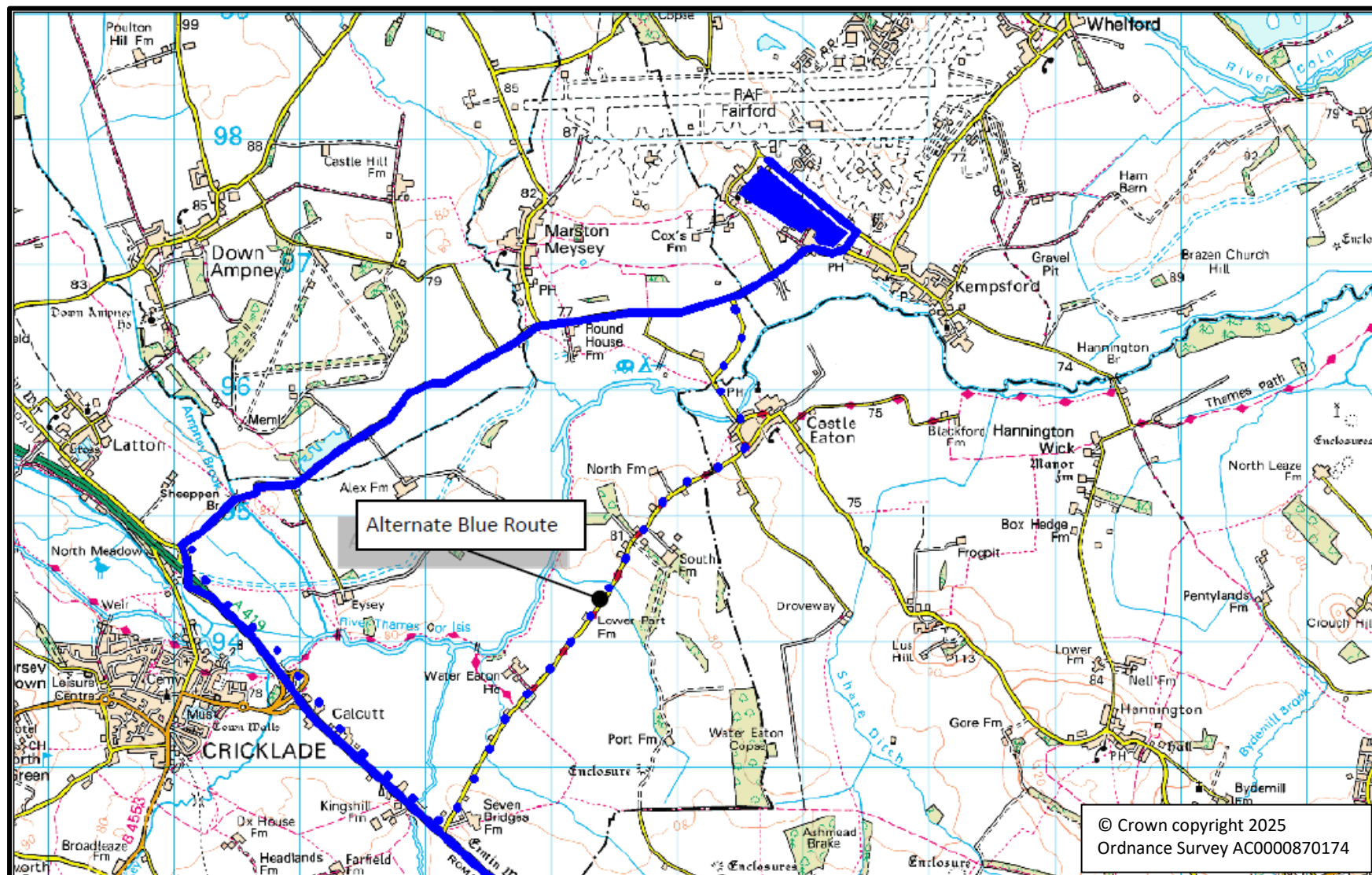
v. Alternate Red Route



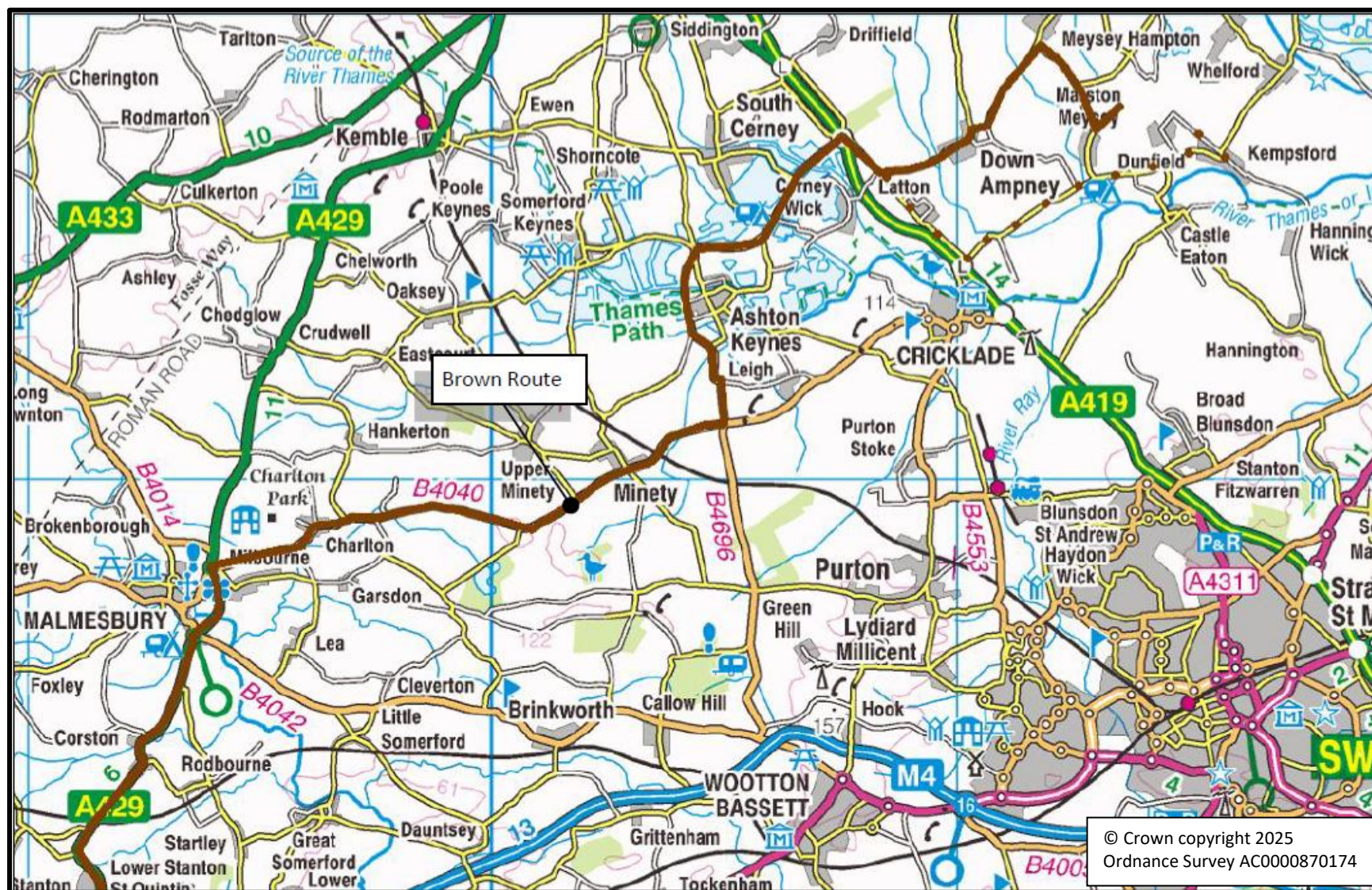
vi. Blue Route



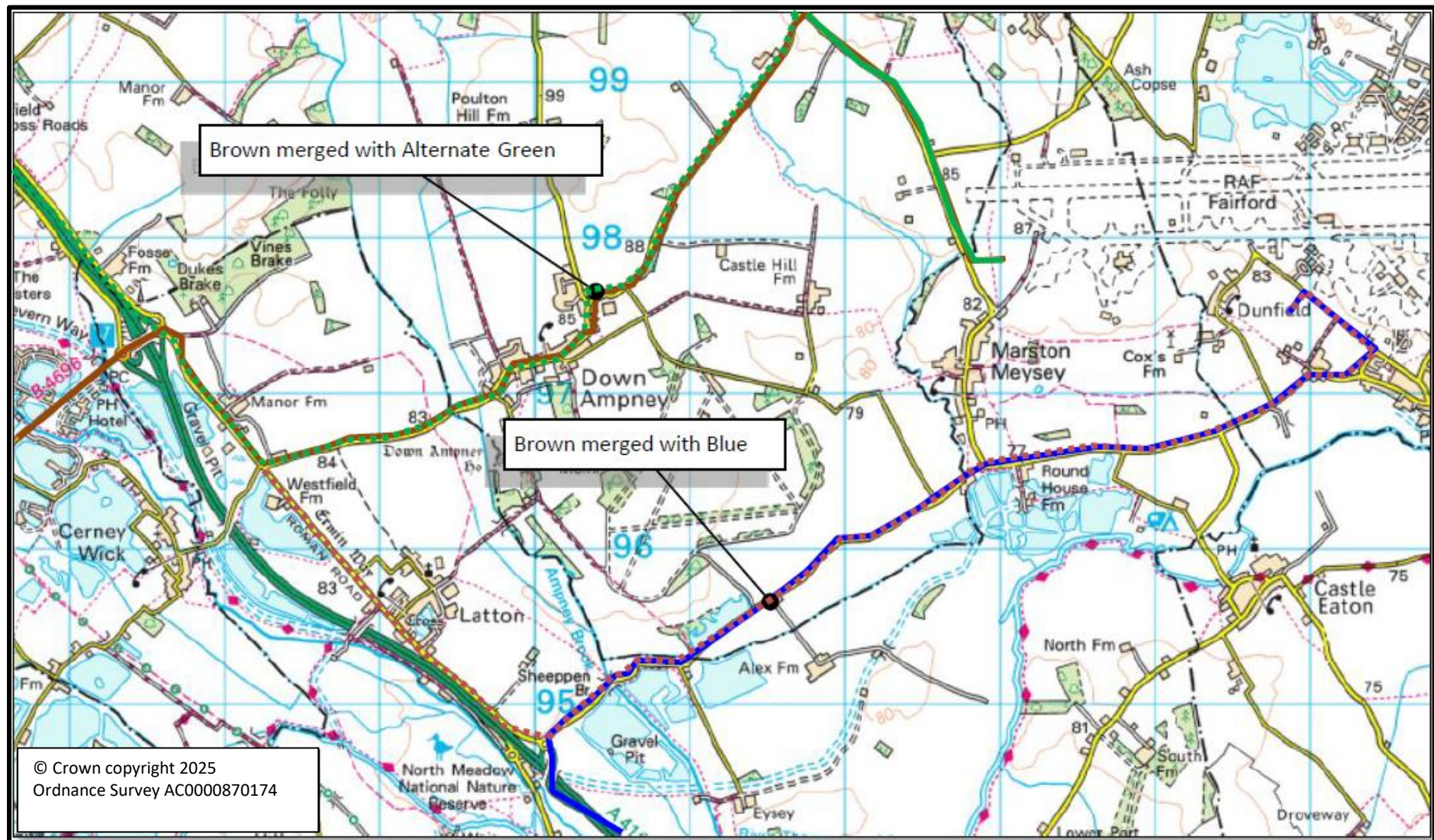
vii. Alternate Blue Route



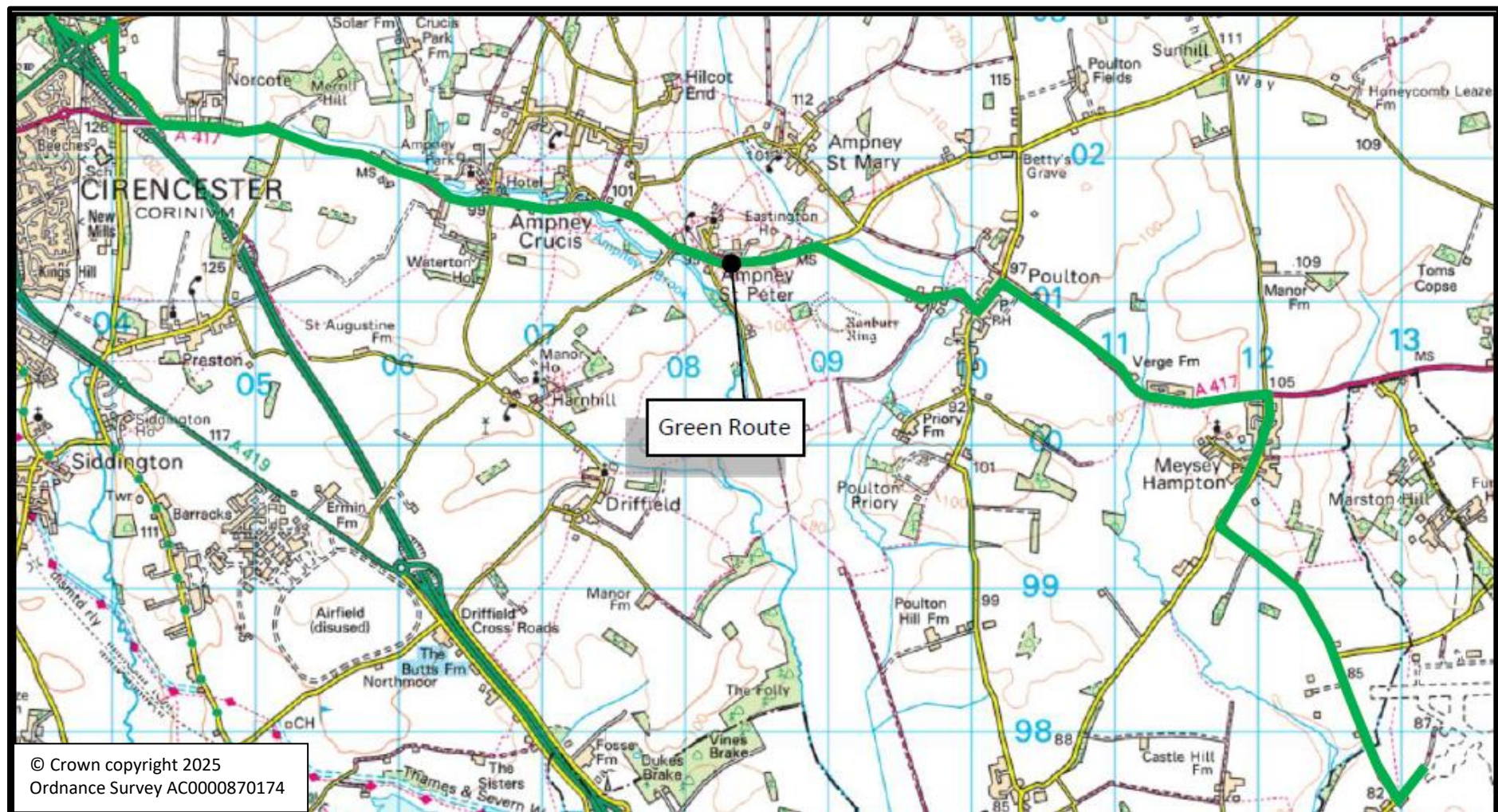
viii. Brown Route



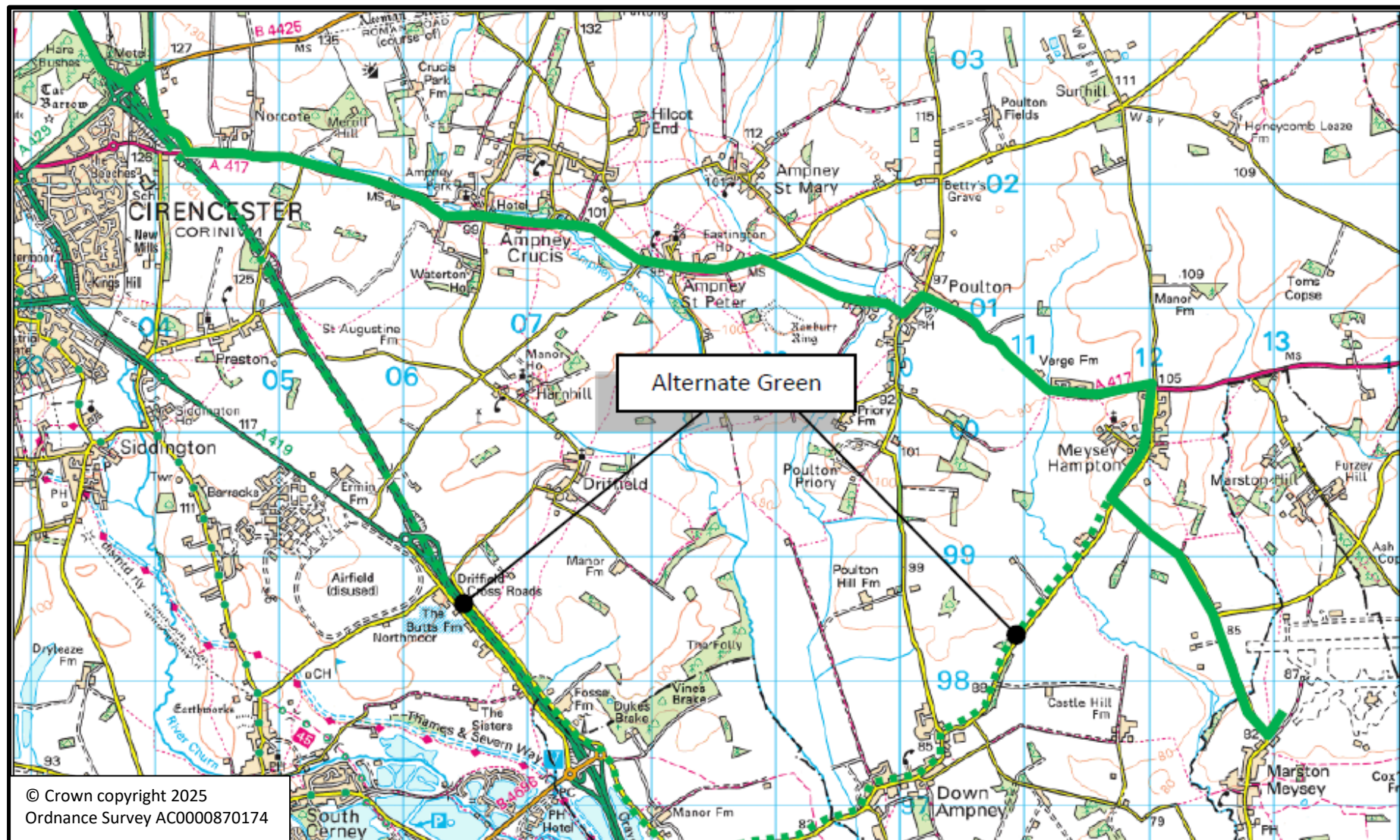
ix. Brown Route – via Alternate Green and/or Primary Blue



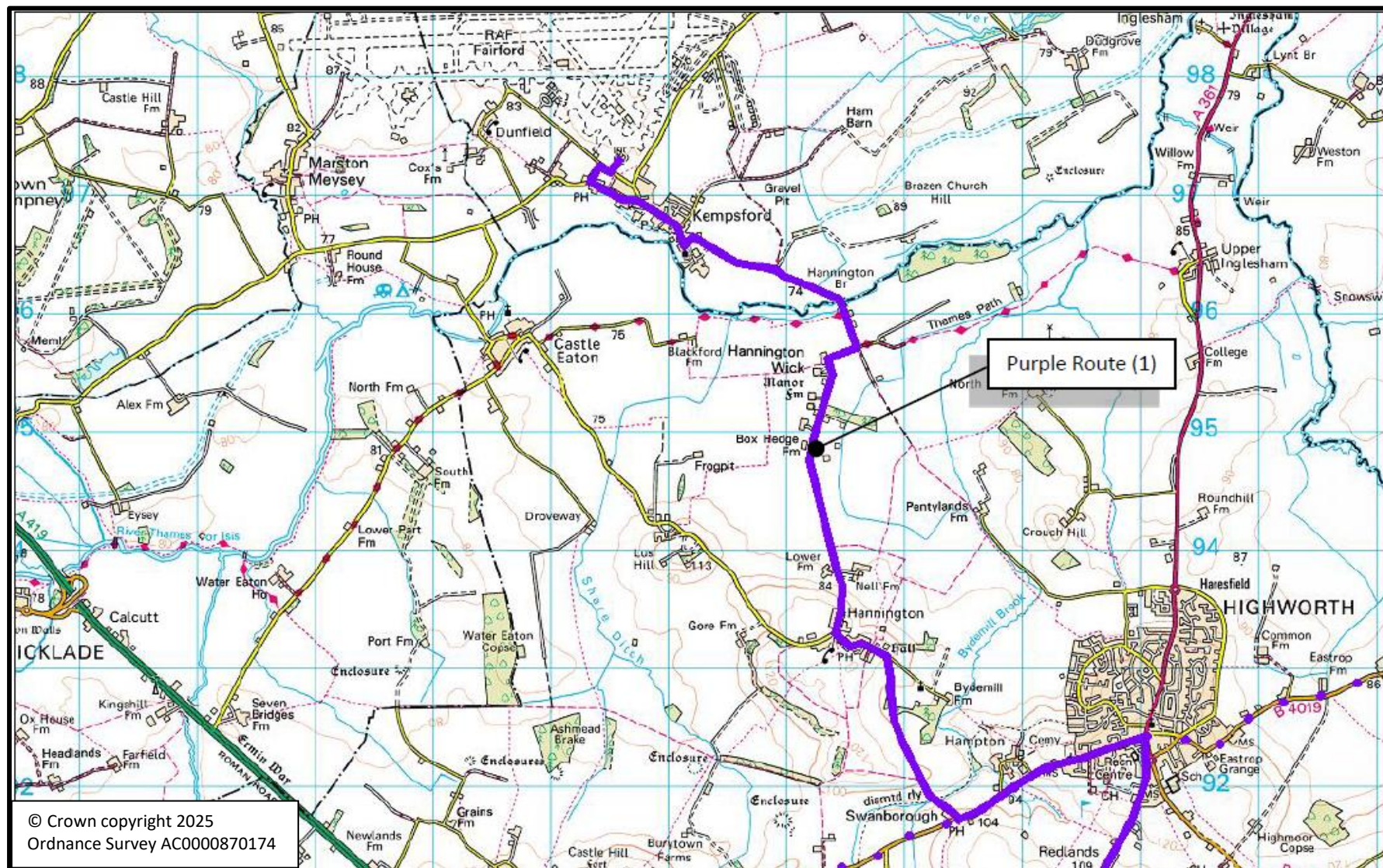
x. Green Route



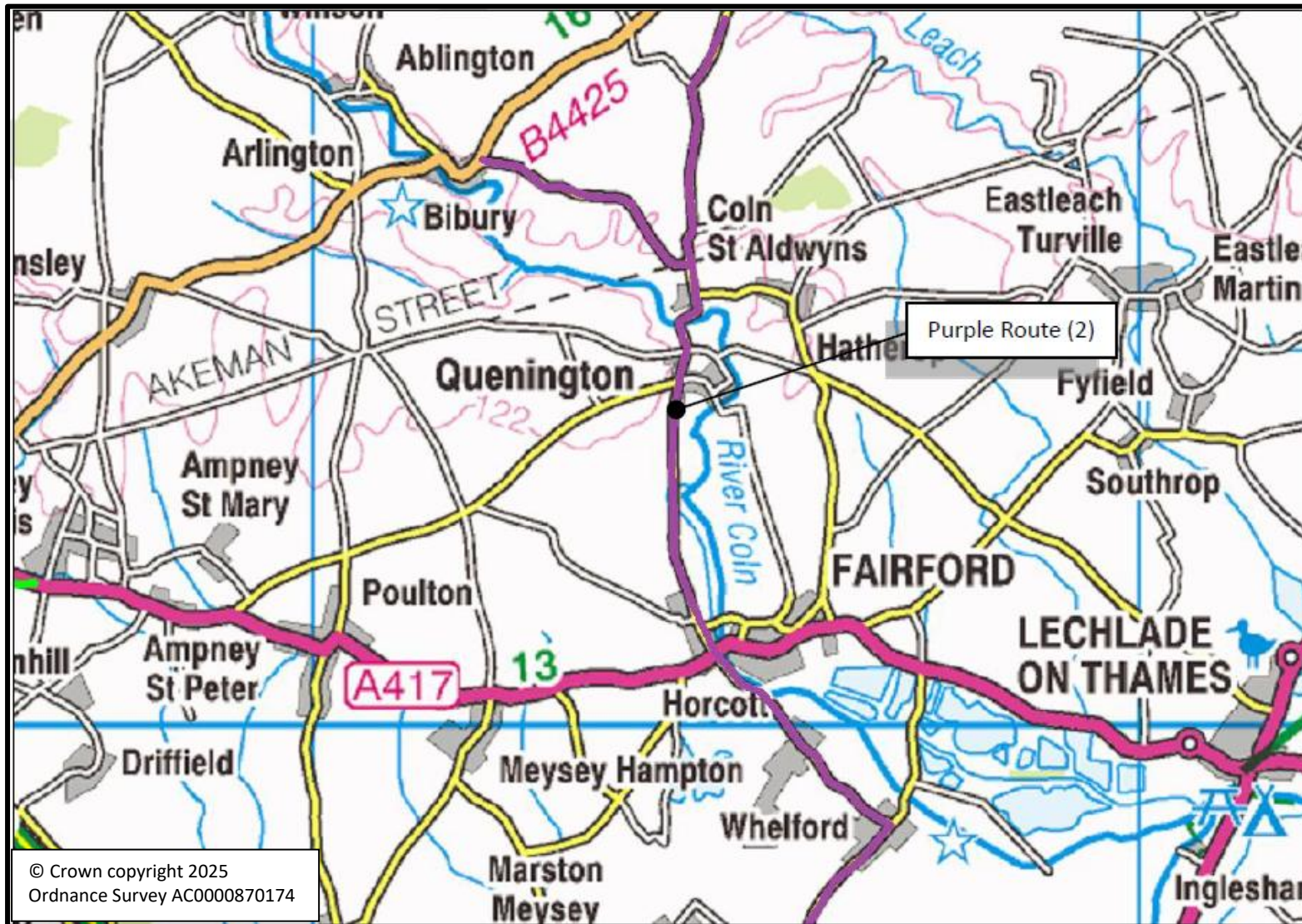
xi. Alternate Green Route



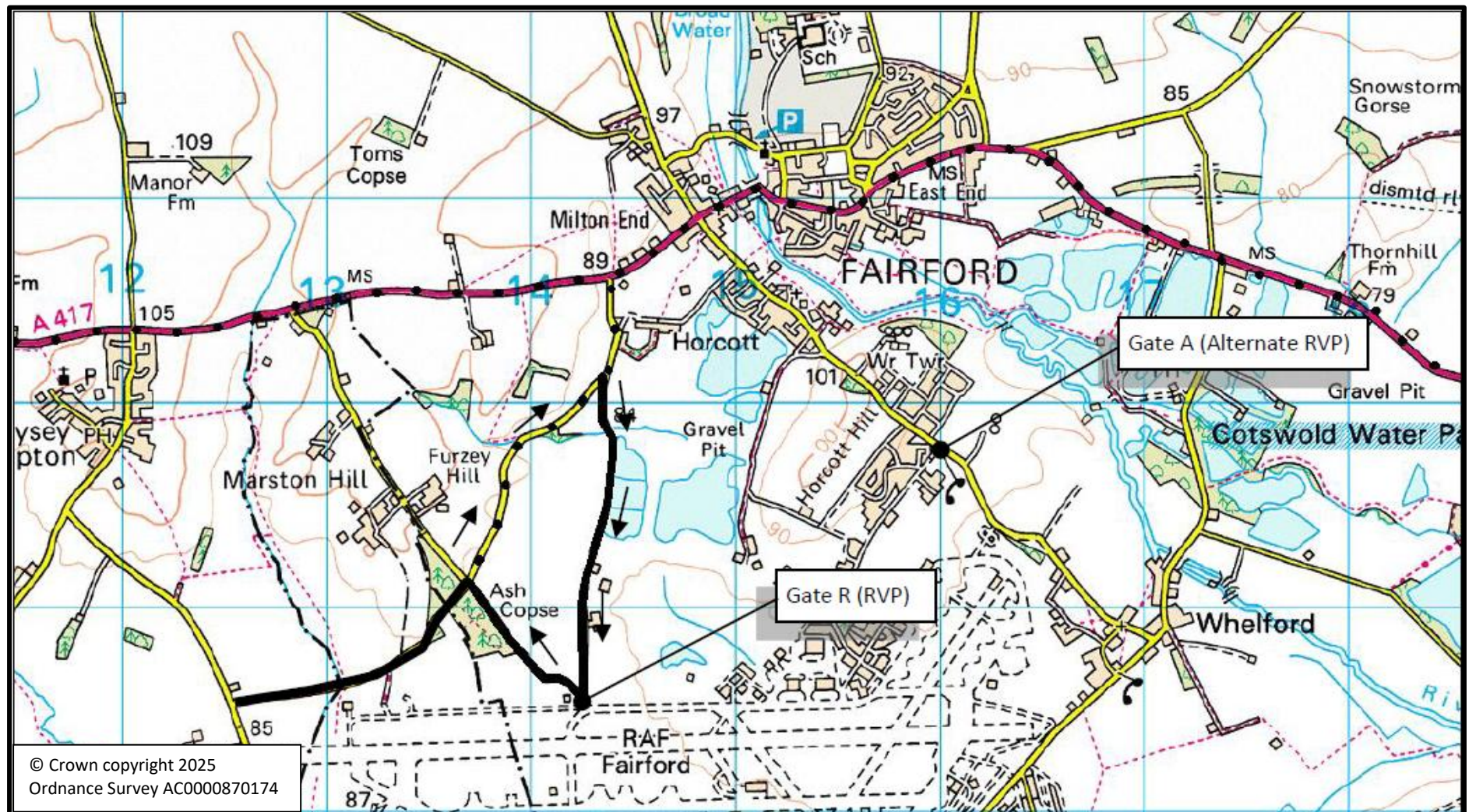
xii. Purple Route (1)



xiii. Purple Route (2)



xiv. Black Route



B. Appendix B

(Pre-print)



(Self Print)



RIAT 2025

CHELtenham PARK & RIDE

THE ROYAL INTERNATIONAL
AIR TATTOO 2025

Name _____
Mobile No _____
Vehicle Reg _____
Organisation _____

G

X



C. Appendix C

PRE-BOOKED ACCESSIBLE CAR PARKS - ROUTING ADVICE

Directions to Designated Accessible Car Parks - Friday 18th July

On Friday 18th July there will be designated accessible car parks situated in both the **Red and Green Car Parks**.

Important Notes:

- **PLEASE READ BEFORE YOU COMMENCE YOUR JOURNEY**
- If you have hired a mobility scooter or manual wheelchair from Event Mobility please park in the Designated Red Accessible Car Park, as this is the only collection point on Friday 18th July (see route variations below).
- There is no Accessible Car Park area within the Blue Car Parks; these are all field car parks with uneven ground and are located some distance from the Customer Entry Point.
- Ensure that your Red/Green striped RIAT Accessible Parking Permit is hung from your rear-view mirror, in order that it is clearly visible to Traffic Officers and Car Park Attendants.
- If at any time a Traffic Officer directs you in a different direction, indicate your 'RIAT Accessible Parking Permit' and if asked, explain that you need to get to a Designated Accessible Car Park in the Red.

Approach Routes for access to Red Car Park

To access Red Car Park from the North-East

Traffic from the North-East (M40/A40) should approach via Burford and Lechlade, along the A361. Depart Lechlade on the A417 towards Fairford, following the Red Route signage. Upon approaching the airfield follow directions into the Red Designated Accessible Car Park.

To access Red Car Park from the South and South-East

Traffic from the South and South-East travelling on the M4 should exit at Junction 15 and travel northerly along the A419(T). After approximately 5 miles, depart onto the A361 signposted Highworth & Burford. Travel through Highworth and at Lechlade turn left at the second set of traffic lights onto the A417 joining the Red Route. Upon approaching the airfield follow directions into the Red Designated Accessible Car Park.

To access Red Car Park from the North & West

Traffic travelling from the North & West (M5 Junction 11A and Cheltenham) should follow the A417(T) South, exiting at the Burford Road junction and join the A417 eastbound towards Fairford & Lechlade. Follow the A417 through Fairford (do not turn right or follow signage to Meysey Hampton). Upon leaving Fairford, turn right after approximately one mile at the Shell Garage and upon approaching the airfield follow directions into the Red Designated Accessible Car Park.

Traffic travelling from the West should follow the Cirencester ring road to the South of the town and use the old A419 past South Cerney Barracks & Airfield. Take the 2nd exit at the first roundabout and follow the road parallel to the A419(T). At the second roundabout turn left, over the A419(T) and bear right towards Latton before merging with the Blue Route, signposted Kempsford. In Kempsford, continue past the turning to the Blue Car Park heading towards Whelford, turning left into the Red Designated Accessible Car Park where indicated. C – 2

To access Red Car Park from the West & South

Traffic approaching from the West, South-West and Bristol on the M4 should exit at Junction 17 and travel north towards Malmesbury, turning north-east onto the B4040 towards Minety and then north onto the B4696 towards Ashton Keynes (Cotswold Water Park). Traffic should pass over the A419(T) and continue beyond Latton before merging with the Blue Route, signposted Kempford. In Kempford, continue past the turning to the Blue Car Park heading towards Whelford, turning left into the Red Designated Accessible Car Park where indicated.

Approach Routes for access to Green Car Park

To access Green Car Park from the North-West

Traffic travelling from the North-West (M5 Junction 11A and Cheltenham) should follow the A417(T) South, exiting at the Burford Road junction and joining the A417 eastbound towards Fairford. Continue following Green Route signage and upon approaching the airfield follow directions into the Green Designated Accessible Car Park.

To access Green Car Park from the West

Traffic travelling from the West should follow the Cirencester ring road to the South of the town and use the old A419 past South Cerney Barracks & Airfield. Take the 2nd exit at the first roundabout and follow the road parallel to the A419(T). At the second roundabout turn left, over the A419(T) and proceed towards Latton. Turn left to Down Ampney and follow the Green Route; upon approaching the airfield follow directions into the Green Designated Accessible Car Park.

To access Green Car Park from the South and South-East

Traffic from the South and South-East travelling on the M4 should exit at Junction 15 and travel northerly along the A419(T) departing onto the C124 (signposted RAF Fairford). After approximately 2 miles turn left after the 'Disabled' Car Park sign through the village of Marston Meysey to join the Green Route; upon approaching the airfield follow directions into the Green Designated Accessible Car Park.

To access Green Car Park from the West and South-West

Traffic approaching from the West, South-West and Bristol on the M4 should exit at Junction 17 and travel north towards Malmesbury, turning north-east onto the B4040 towards Minety and then north onto the B4696 towards Ashton Keynes (Cotswold Water Park). Follow the Brown Route to the 'Spine Road Junction' where it merges with the Green Route. Follow Green Route signage and upon approaching the airfield follow directions into the Green Designated Accessible Car Park. C – 3

Directions to Designated Accessible Car Parks – Saturday 19th & Sunday 20th July

On Saturday 19th July and Sunday 20th July there will be designated accessible car parks situated in both the **Green and Red Car Parks**.

Important Notes:

- **PLEASE READ BEFORE YOU COMMENCE YOUR JOURNEY**
- If you have hired a mobility scooter or manual wheelchair from Event Mobility, please note that there are collection points within the Green & Red Car Parks, close to the respective Customer Entry Points
- There is no Designated Accessible Car Park within the Blue Car Parks; these are all field car parks with uneven ground and are some distance from the Customer Entry Point.
- Ensure that your Red/Green striped pass RIAT Accessible Parking Permit is hung from your rear-view mirror, in order that it is clearly visible to Traffic Officers and Car Park Attendants.
- If at any time a Traffic Officer directs you in a different direction, indicate your 'RIAT Accessible Parking Permit' and if asked, explain that you need to get to a Designated Accessible Car Park in the Green or Red Car Park.

Approach Routes for access to Red Car Park

To access Red Car Park from the North-East

Traffic from the North-East (M40/A40) should approach via Burford and Lechlade, along the A361. Depart Lechlade on the A417 towards Fairford, following the Red Route signage. Upon approaching the airfield follow directions into the Red Designated Accessible Car Park.

To access Red Car Park from the South and South-East

Traffic from the South and South-East travelling on the M4 should exit at Junction 15 and travel northerly along the A419(T). After approximately 5 miles, depart onto the A361 signposted Highworth & Burford. Travel through Highworth and at Lechlade turn left at the second set of traffic lights onto the A417 joining the Red Route. Upon approaching the airfield follow directions into the Red Designated Accessible Car Park.

Approach Routes for access to Green Car Park

To access Green Car Park from the North-West

Traffic travelling from the North-West (M5 Junction 11A and Cheltenham) should follow the A417(T) South, exiting at the Burford Road junction and joining the A417 eastbound towards Fairford. Continue following Green Route signage and upon approaching the airfield follow directions into the Green Designated Accessible Car Park.

To access Green Car Park from the West

Traffic travelling from the West should follow the Cirencester ring road to the South of the town and use the old A419 past South Cerney Barracks & Airfield. Take the 2nd exit at the first roundabout and follow the road parallel to the A419(T). At the second roundabout turn left, over the A419(T) and proceed towards Latton. Turn left to Down Ampney and follow the Green Route; upon approaching the airfield follow directions into the Green Designated Accessible Car Park.

To access Green Car Park from the South and South-East

Traffic from the South and South-East travelling on the M4 should exit at Junction 15 and travel

northerly along the A419(T) departing onto the C124 (signposted RAF Fairford). After approximately 2 miles turn left after the C – 4

‘Disabled’ Car Park sign through the village of Marston Meysey to join the Green Route; upon approaching the airfield follow directions into the Green Designated Accessible Car Park.

To access Green Car Park from the West and South-West

Traffic approaching from the West, South-West and Bristol on the M4 should exit at Junction 17 and travel north towards Malmesbury, turning north-east onto the B4040 towards Minety and then north onto the B4696 towards Ashton Keynes (Cotswold Water Park). Follow the Brown Route to the 'Spine Road Junction' where it merges with the Green Route. Follow Green Route signage and upon approaching the airfield follow directions into the Green Designated Accessible Car Park.