

Highways Technical appraisal for Premises License Application - Southbeats 2019

4.0 Highways Implications

4.1 The proposals would generate a considerable level of vehicular traffic and demand for car parking.

The solution planned is to relocate the parking and drop off zone to Brands Hatch Motor Circuit, from which a shuttle bus service will operate to take visitors to the site.

The above will effectively relocate the weight of vehicular movements to a site that has capacity and access routes proven to absorb numbers far in excess of those planned.

4.2 It is generally accepted that most people travelling to events such as music festivals do so by car due to the venue location, need to carry luggage and convenience.

The history of Southbeats at previous locations, the demographic and ticket sales would indicate this not to be the case. In addition all of the visitor information and packages promote the use of bus & shuttle services and up until now the uptake of parking packages remain within the expected parameters.

4.3 If it is assumed the full attendance that would be permitted under the proposed licence (14,999), 60% of these arrive by car and there are 3 people per vehicle there would be a peak demand for 3,000 cars to park.

Refer to answer 4.2, however the Brands Hatch Location would provide sufficient resilience to accommodate such a number without effecting local traffic networks.

4.4 The proposals as set out in the Transport Management Plan (TMP) would only make provision for between approximately 1960 and 2690 cars to park which would lead to an overspill in car parking of between approximately 310 and 1040 cars.

Brand Hatch facility has sufficient capacity

4.5 The potential overspill in car parking would have a significant impact on highway capacity and safety and have significant impacts of the amenities enjoyed by local residents and businesses.

The Brands Hatch Facility, accommodates for any of these concerns.

4.6 The TMP purports to providing some means of alleviating car parking demand by the provision of 50 coaches and 90 shuttle services but there is

no indication of the passenger capacity of these vehicles and how they would operate. It is therefore impossible to assess the impact of the traffic associated with the proposals on the local highway network.

As information from ticket sales becomes clearer then future versions of the plan will give full transport plans, showing numbers of coaches and occupants from each area, and number, capacity and frequency of busses to be schedules from the Brands hatch Hub.

This number will be calculated from the number of car park tickets purchased, using a car occupancy of three and making the assumption that remaining capacity will utilise the hub as a drop off zone.

We will provide a bus schedule from all locations, indicating ticket sales on each, along with a suitable number of buses to operate the Brands Hatch Shuttle, suitable for transporting the number of people required.

4.7 Furthermore, the gradients across the main drop off and pick up car parking area and the area that would be used for coaches and shuttles are quite steep and therefore I would raise concern over the suitability of using coaches or double deck buses in this area, particularly at times of inclement weather.

Refer to Big Green Coach and YMS statement

4.8 Terry's Lodge Road whilst being a classified road is quite narrow and two-way car traffic can only safely pass at relatively low speed. The use of this route for coaches and buses would have significant implications for other road users which often include cyclists and pedestrians.

SEP will have a member of staff at the entrance and exit of the drop off area and buses will exit when safe to do so, any other users of the road will be asked to pull in to one side whilst the bus passes them to exit onto the A20

4.9 The proposed access and egress routes to this area of car parking are likely to give rise to considerable traffic congestion due to the numbers of vehicles involved, the narrow width of carriageway, the inclusion of the use of buses and coaches and the use of temporary traffic signals at the junction of A20 London Road with Terry's Lodge Road.

Refer to 4.1

4.11 The provision of 2 sets of temporary traffic signals during the event will give rise to considerable vehicular congestion alone. The inclusion of a significant level of additional traffic will exacerbate this situation and cause considerable queuing in the area which will no doubt affect junction 2 of the W120 motorway.

With the shift of emphasis for the majority of traffic to the Brand Hatch transport hub, then traffic entering and exiting the site will be reduced to shuttles, buses & coaches over the weekend.

Whilst the Temporary Traffic lights are envisaged to remain available to provide safe access and egress for the reduced group above, the signals will only be operated manually and only as and when required, the effect on local traffic will in turn be largely reduced

4.12 The TMP promotes a reduced speed limit between the junction 2 of the M20 and the junction of A20 London Road with Ash Lane but it is unclear how this would be Implemented or enforced.

The speed limit proposed for safety reasons would require agreement via the SAG Group and authorisation from the road authority in question.

Implementation would be by temporary signage.

Enforcement would be as agreed by the SAG Group.

4.13 In addition, the TMP promotes a “No waiting” area but there is no indication of how this would be implemented, managed or enforced, (i.e. How would local residents be identified?).

The No Waiting, No Loading, Clearway, or No Stopping is proposed for safety reasons and for the reassurance of local residents, and would require agreement via the SAG Group and authorisation from the road authority in question.

Implementation would be by temporary signage, and cones.

Enforcement would be as agreed by the SAG Group.

Although the any such arrangements would largely be put in place for their benefit, Local Residents would under the law be required to comply with any legal orders in place.

4.14 Any additional and temporary signs should be provided in accordance with the Traffic Signs and General Directions and not Chapter 8 or the New Roads and Street Works Act.

All additional and temporary signs will be provided in accordance with the Traffic Signs and General Directions and generally referred to and captured by Chapter 8 regulations and the New Roads and Street Works Act.

4.15 The provision of additional signage, waiting restrictions, reduced speed limits and road closures should all be agreed with the Highway Authority but there is little indication that any such permissions have been sought or any approvals granted.

The purpose of developing a plan with The SAG Group including members of the interested parties indicated above, is to develop a plan that addresses the needs of all groups, in good time to agree the methods, and make application for the orders and approvals required to deliver that plan effectively.