

Licensing Hearing Panel – Supplementary agenda no. 1

A meeting of the Licensing Hearing Panel will be held on:

Date: 20 January 2023, adjourned and reconvened to Monday 13 February 2023 at 2.30pm

Time: 2.30pm

Venue: Meeting Room 9 - Level 3, Gun Wharf, Dock Road, Chatham ME4 4TR

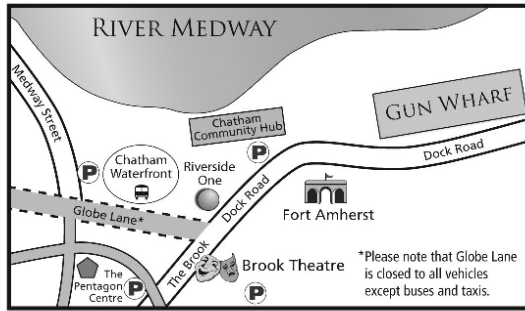
Items

- 6 **Application for the grant of a Premises Licence in respect of Great Lines Heritage Park, Brompton Road, Gillingham, Kent, ME7 5DH.** (Pages 3 - 96)

Attached is further information submitted by the applicant regarding the Traffic Management Plan for the event.

For further information please contact Stephen Platt, Democratic Services Officer on Telephone: 01634 332011 or Email: democratic.services@medway.gov.uk

Date: 10 February 2023



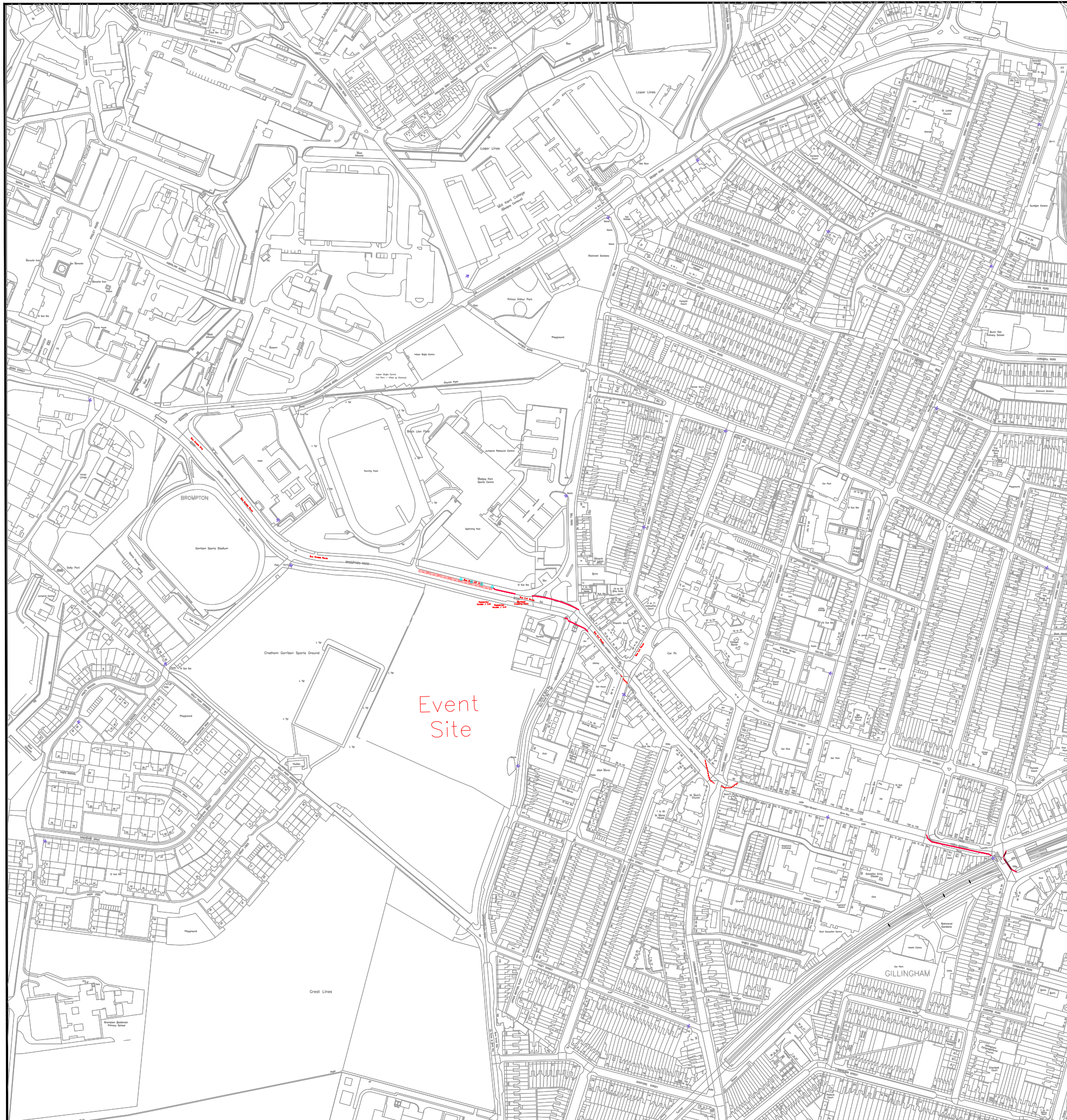
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A summary of this information can be made available in other formats from **01634 333333**

Stardust TM Planning Meetings and Milestones (Issued 8th February 2023)

Item	Details
Meeting 1	8th November 2022 - Introductory meeting at Gun Wharf to discuss the event with Medway highways officers. Broad principles of Traffic Management arrangements for other events at the park were discussed, and next steps agreed.
Meeting 2	15th December 2022 - Sub-group via MS Teams to discuss the draft traffic management proposals that were prepared following the meeting on the 8th November. Kent police were in attendance at the meeting.
Meeting 3	19th December 2022 - Traffic sub-group at Gun Wharf to discuss draft traffic management proposals in more detail, in a face to face setting with printed copies of the proposals. Requests for traffic impact surveys were made by Medway officers to understand the impact of proposed road closures. ██████████, a Medway Traffic Management consultant, was appointed to work for The Last Mile as an advisor in the development of the plans. Kent police were in attendance at the meeting.
Surveys	Traffic surveys were undertaken on the 13th, 14th and 15th January 2023
Submission of draft Traffic Management Plan	23rd January 2023 - Submission of the following draft documentation: <ul style="list-style-type: none"> - Traffic Management Plan - Traffic Survey and Impact Assessment - Transport Use Forecast and Impact Assessment
Meeting 4	27th January 2023 - Traffic sub-group at Gun Wharf Traffic and Transport plans were presented to officers at Gun Wharf. Constructive conversations were had, and requests made for more details as to the arrangements proposed for: <ul style="list-style-type: none"> - The greenfields park and ride location - The bus loading and barrier plans Kent police were in attendance at the meeting.
Submission of updated draft Traffic Management Plan	3rd February - Submission of the following updated documentation: <ul style="list-style-type: none"> - Traffic Management Plan - With details of confirmed park and ride facilities, mitigation measures and diversion routes - Traffic Survey and Impact Assessment - Transport Use Forecast and Impact Assessment - With bus loading details and barrier plans
Surveys	4th February - Surveys of the egress of the event at Gillingham Football Club were undertaken 4th February - Surveys of the traffic flows in close proximity to the Greenfields park and ride location were undertaken
Meeting 5	6th February - Traffic sub-group at Gun Wharf. Plans were given agreement in principle by Medway officers. Kent police were in attendance at the meeting.
Meeting 6	8th February - Parking enforcement meeting with Medway officers via MS Teams - Next steps were agreed with regards to parking suspensions and enforcement
Meeting 7	8th February - Local bus operator meeting via MS Teams. Bus operators were made aware of the event and planned road closures
Next Steps	
Meeting 8 - 14th February - Meeting to discuss Medway car parks that have been hired for the events Meeting 9 - 24th February - Traffic Sub Group Meeting at Gun Wharf 24th February - Submission of Traffic Order Application	






Meeting 10 - 23rd March - Traffic Sub Group Meeting at Gun Wharf
Meeting 11 - 28th April - Traffic Sub Group Meeting at Gun Wharf



NOTES

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KEY

-  BUS
-  BUS STOP - LOADING / UNLOADING POINT
-  HEAVY DUTY CROWD CONTROL BARRIER
-  LIGHT WEIGHT CROWD CONTROL BARRIER
-  VMS

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	27/01/23	FRIDAY BARRIER AND BUS LOADING	OB	BJ

CLIENT: STARDUST

PROJECT TITLE: DREAM VALLEY

DRAWING TITLE: BARRIER AND BUS LOADING PLANS - FRIDAY

STATUS: DRAFT

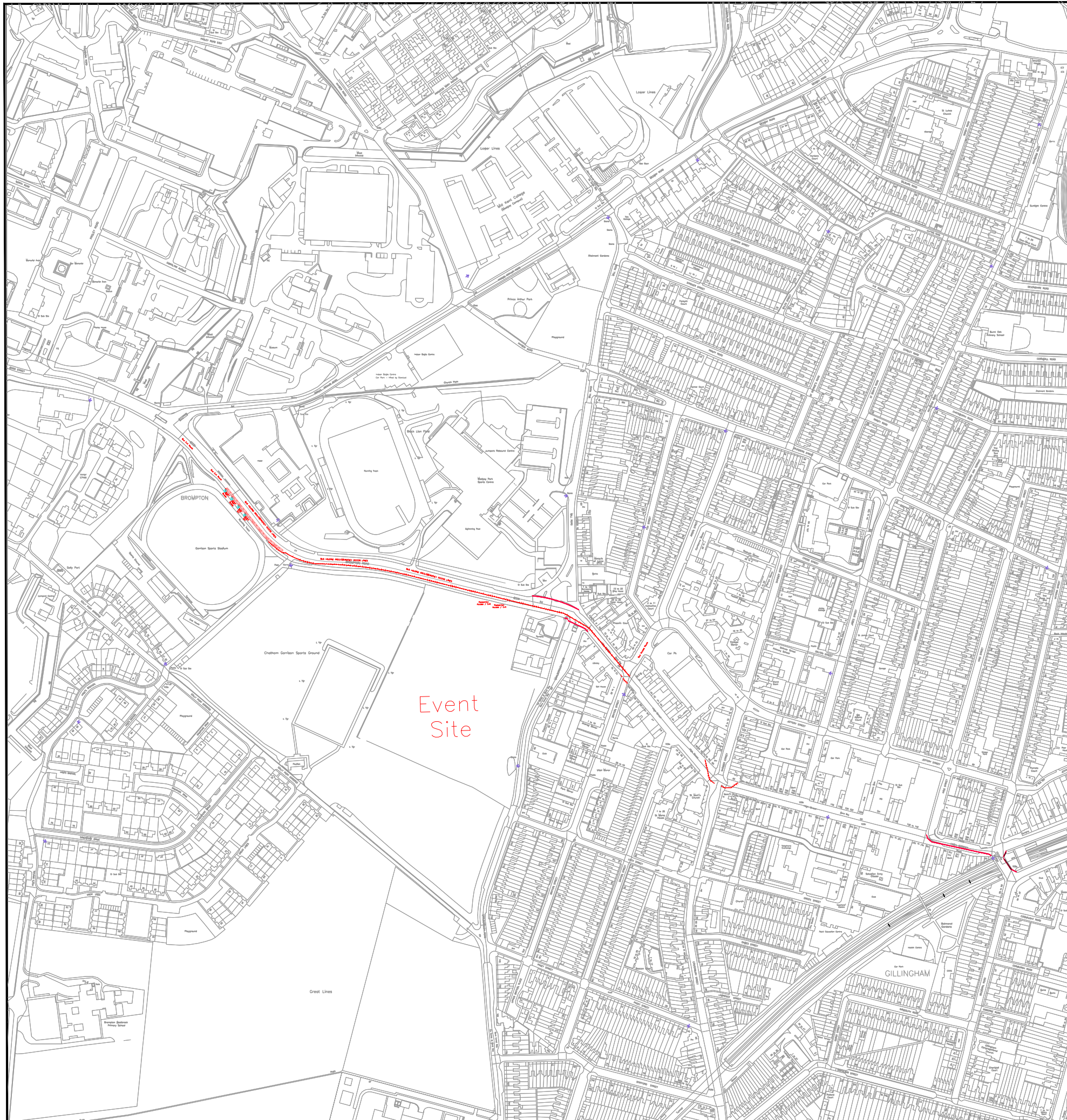
DRAWING NUMBER: GLHTLM2023007

SITE LOCATION: GREAT LINES HERITAGE PARK

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-  LIGHT WEIGHT CROWD CONTROL BARRIER
-  VMS

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	27/01/23	FRIDAY BARRIER AND BUS LOADING	BJ	N/A

CLIENT: STARDUST

PROJECT TITLE: DREAM VALLEY

DRAWING TITLE: BARRIER AND BUS LOADING PLANS - FRIDAY EGRESS

STATUS: DRAFT

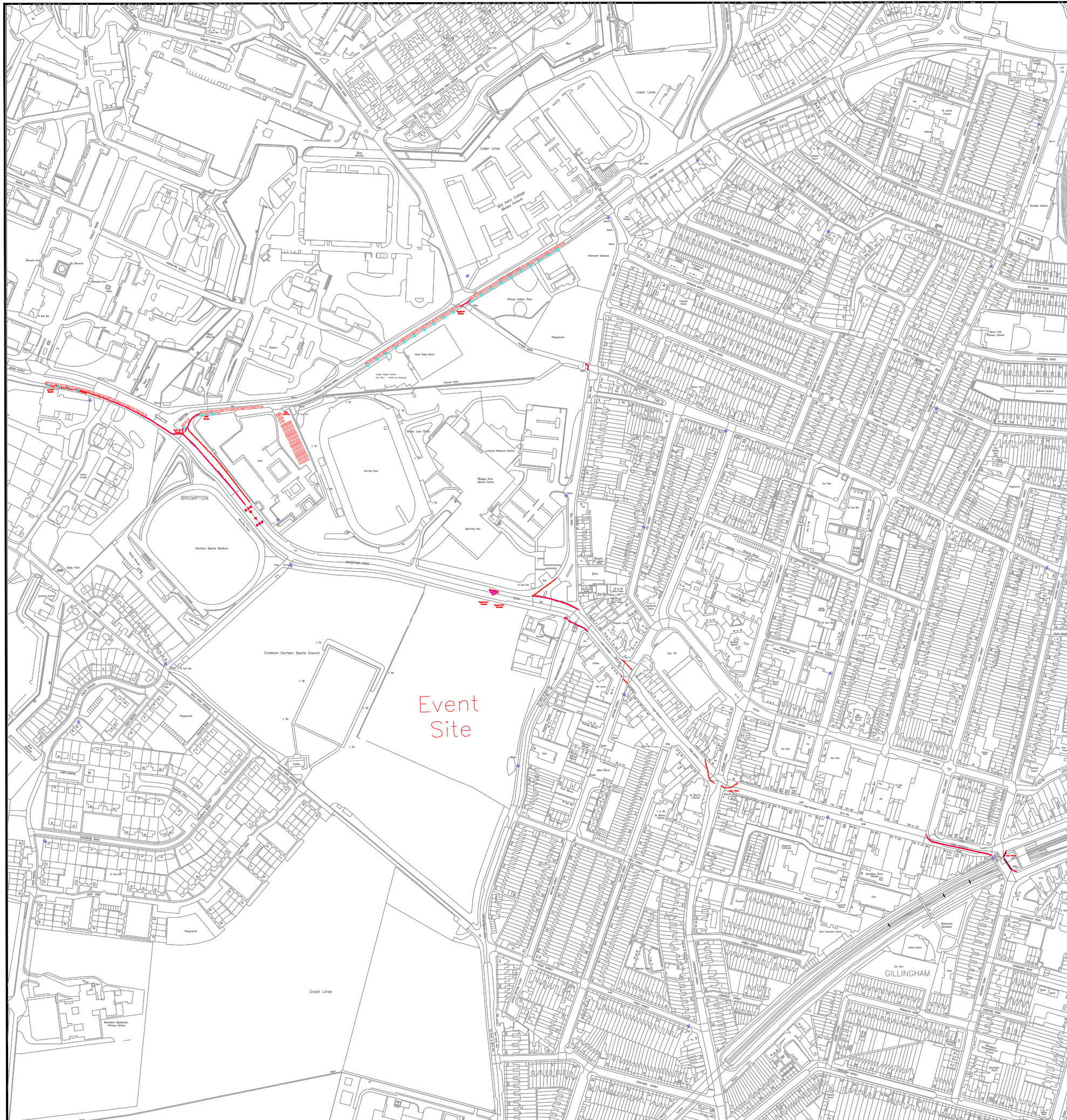
DRAWING NUMBER: GLHTLM2023007.2

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-  LIGHT WEIGHT CROWD CONTROL BARRIER
-  VMS

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	27/01/23	INGRESS BARRIER AND BUS LOADING	BJ	N/A

CLIENT: STARDUST

PROJECT TITLE: DREAM VALLEY

DRAWING TITLE: BARRIER AND BUS LOADING PLANS - INGRESS

STATUS: DRAFT

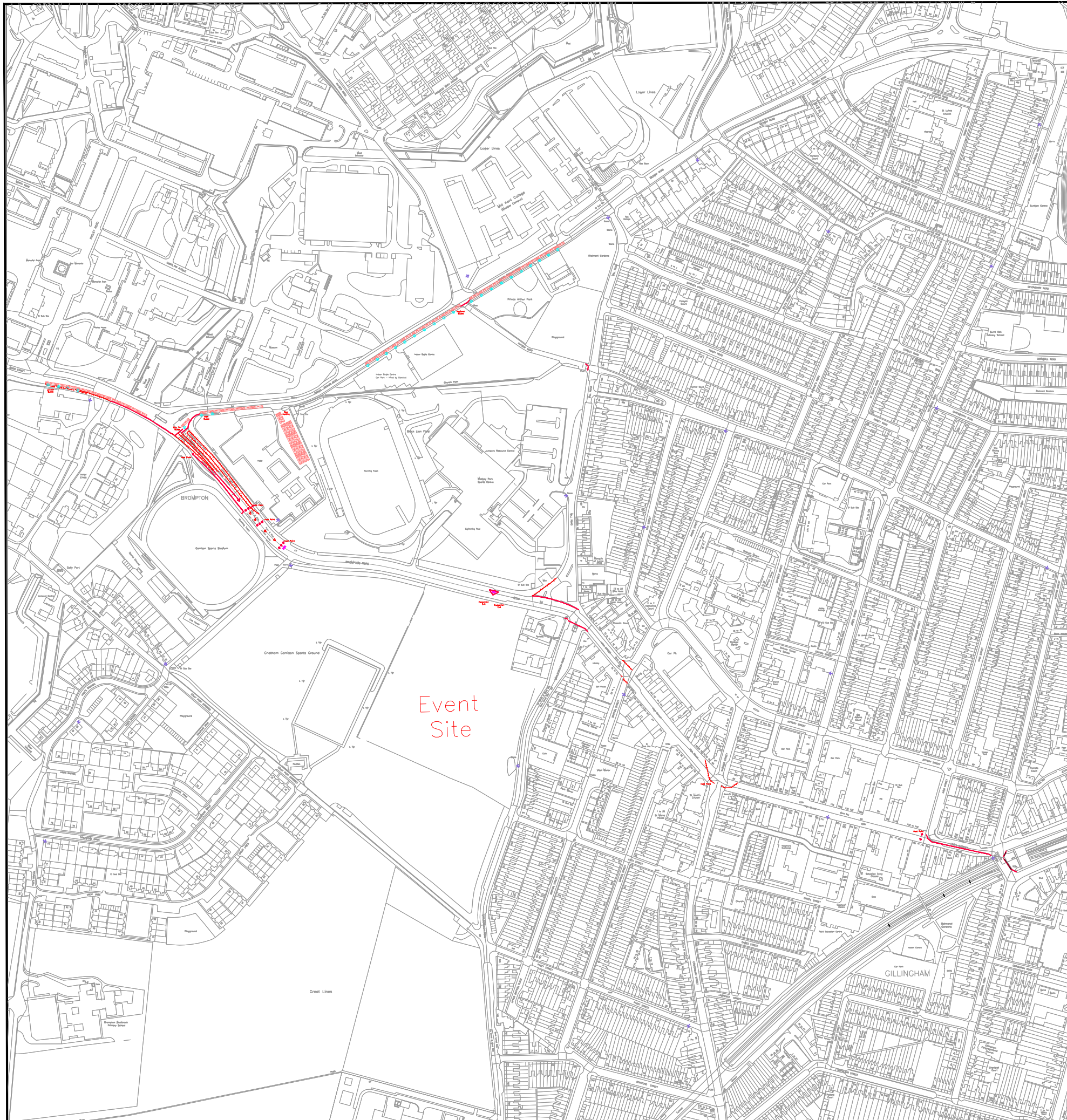
DRAWING NUMBER: GLHTLM2023006

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KEY

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-  LIGHT WEIGHT CROWD CONTROL BARRIER
-  VMS

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	27/01/23	EGRESS BARRIER AND BUS LOADING	BJ	N/A

CLIENT: STARDUST

PROJECT TITLE: DREAM VALLEY

DRAWING TITLE: BARRIER AND BUS LOADING PLANS - EGRESS

STATUS: DRAFT

DRAWING NUMBER: GLHTLM2023005

SITE LOCATION: GREAT LINES HERITAGE PARK

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Medway Travel Survey, Brompton Rd/Princes Arthur Road/Wood St

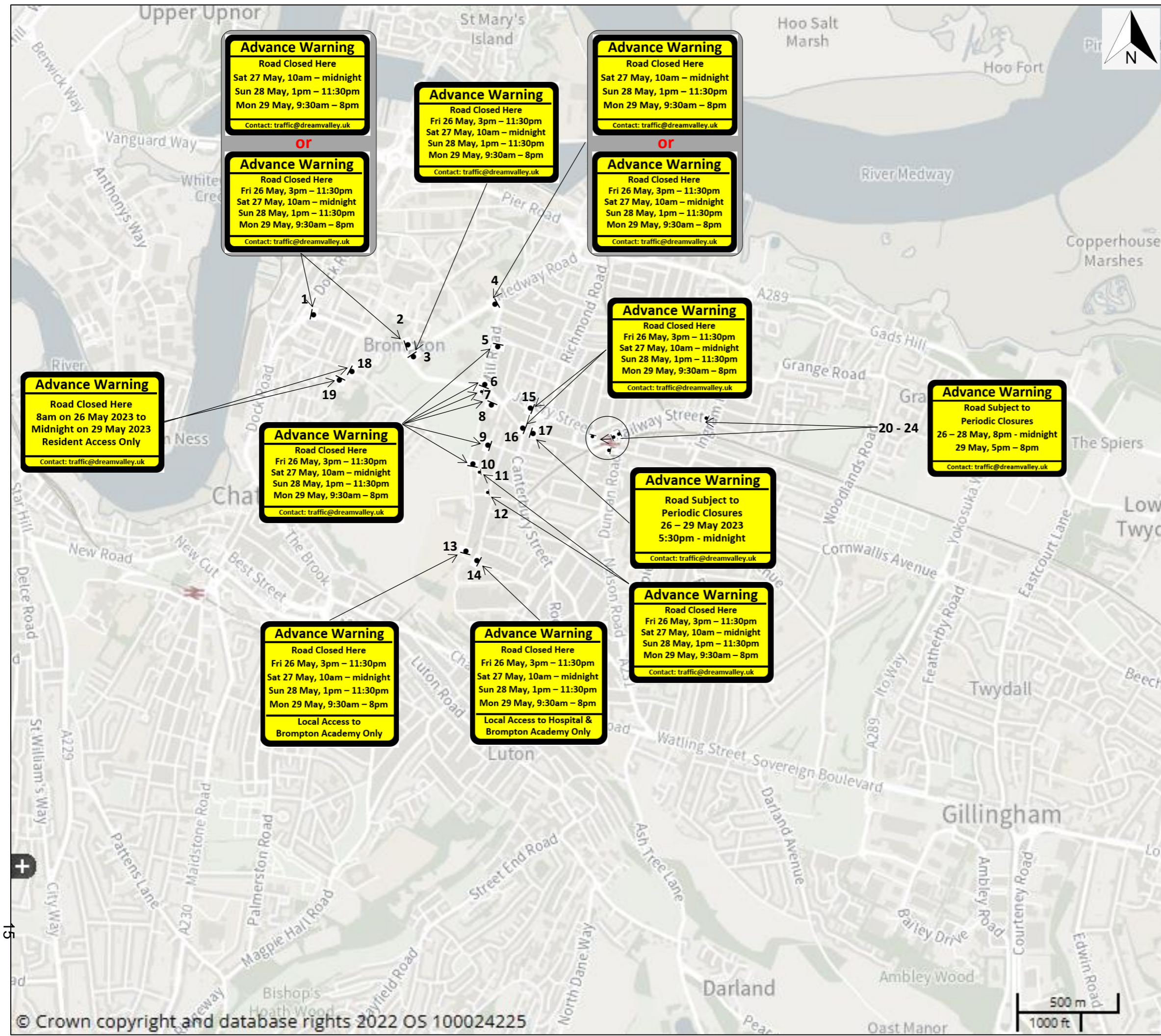
Weather		Location Site 1			Location Site 2			Location Site 3			Location Site 4		
Cloudy 9°C		Wood St jct Brompton Rd eastb			Brompton Rd jct High St westb			Princes Arthur Rd jct Mill Rd w/b			Mill Rd jct Prince Arthur Rd s/b		
Date	Time	Cars/Vans	HGV/7.5T>	PSV	Cars/Vans	HGV/7.5T>	PSV	Cars/Vans	HGV/7.5T>	PSV	Cars/Vans	HGV/7.5T>	PSV
13/01/2023	1600-1615	158	0	4	185	0	7	75	0	0	N/A	0	2
13/01/2023	1615-1630	207	0	3	130	0	7	58	0	1	N/A	0	0
13/01/2023	1630-1645	155	1	8	102	0	6	58	1	1	N/A	0	1
13/01/2023	1645-1700	165	0	5	167	0	4	37	0	0	N/A	0	0
13/01/2023	1700-1715	175	0	6	198	0	5	64	0	1	N/A	0	0
13/01/2023	1715-1730	158	1	5	164	0	4	56	0	1	N/A	0	0
13/01/2023	1730-1745	179	0	5	171	0	7	55	0	1	N/A	0	0
13/01/2023	1745-1800	163	0	8	143	0	4	38	0	0	N/A	0	0
13/01/2023	1800-1815	161	0	4	117	0	2	51	0	0	N/A	0	0
13/01/2023	1815-1830	159	0	6	128	1	8	39	0	1	N/A	0	0
13/01/2023	1830-1845	135	0	6	91	0	6	41	0	1	N/A	0	0
13/01/2023	1845-1900	152	0	9	95	0	1	39	0	0	N/A	0	0
Total 3 hour period =		1967	2	69	1691	1	61	611	1	7	0	0	3

Weather		Location Site 1			Location Site 2			Location Site 3			Location Site 4		
Cloudy 11°C		Wood St jct Brompton Rd eastb			Brompton Rd jct High St westb			Princes Arthur Rd jct Mill Rd w/b			Mill Rd jct Prince Arthur Rd s/b		
Date	Time	Cars/Vans	HGV/7.5T>	PSV	Cars/Vans	HGV/7.5T>	PSV	Cars/Vans	HGV/7.5T>	PSV	Cars/Vans	HGV/7.5T>	PSV
14/01/2023	1600-1615	122	1	5	135	0	5	42	0	0	N/A	0	0
14/01/2023	1615-1630	120	0	2	132	0	2	41	0	1	N/A	0	0
14/01/2023	1630-1645	97	0	3	110	0	2	26	0	0	N/A	0	0
14/01/2023	1645-1700	115	0	4	120	0	4	36	0	1	N/A	0	0
14/01/2023	1700-1715	121	0	3	115	1	4	28	0	0	N/A	0	0
14/01/2023	1715-1730	120	0	3	160	0	2	36	0	0	N/A	0	0
14/01/2023	1730-1745	127	0	1	145	0	2	37	0	1	N/A	0	0
14/01/2023	1745-1800	103	0	4	70	0	0	27	0	0	N/A	0	0
14/01/2023	1800-1815	111	1	1	90	0	2	45	1	0	N/A	0	0
14/01/2023	1815-1830	117	0	6	100	0	0	36	0	0	N/A	0	0
14/01/2023	1830-1845	102	0	6	60	0	5	35	0	0	N/A	0	0
14/01/2023	1845-1900	100	0	3	80	0	0	37	0	0	N/A	0	0
Total 3 hour period =		1355	2	41	1317	1	28	426	1	3	0	0	0

Weather	Clear/Sun 5*C	Location Site 1 <i>Wood St jct Brompton Rd eastb</i>			Location Site 2 <i>Brompton Rd jct High St westb</i>			Location Site 3 <i>Princes Arthur Rd jct Mill Rd w/b</i>			Location Site 4 <i>Mill Rd jct Prince Arthur Rd s/b</i>		
Date	Time	Cars/Vans	HGV/7.5T>	PSV	Cars/Vans	HGV/7.5T>	PSV	Cars/Vans	HGV/7.5T>	PSV	Cars/Vans	HGV/7.5T>	PSV
15/01/2023	1600-1615	127	0	2	116	0	2	39	0	0	N/A	0	1
15/01/2023	1615-1630	90	0	4	102	0	2	20	0	0	N/A	0	0
15/01/2023	1630-1645	104	0	2	99	0	1	42	0	0	N/A	0	0
15/01/2023	1645-1700	98	0	3	90	0	2	19	0	0	N/A	0	1
15/01/2023	1700-1715	85	0	3	86	0	0	17	0	0	N/A	0	0
15/01/2023	1715-1730	74	0	5	75	0	3	14	0	0	N/A	0	0
15/01/2023	1730-1745	106	0	4	87	0	1	22	0	0	N/A	0	1
15/01/2023	1745-1800	96	0	2	65	0	1	23	0	0	N/A	0	0
15/01/2023	1800-1815	86	0	0	82	0	0	21	0	0	N/A	0	0
15/01/2023	1815-1830	88	0	3	82	0	3	17	0	0	N/A	0	0
15/01/2023	1830-1845	86	0	3	120	0	5	16	0	0		0	0
15/01/2023	1845-1900	83	0	4	80	0	2	15	0	0	N/A	0	0

Total 3 hour period =	1123	0	35	1084	0	22	265	0	0	0	0	0	3
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Total Vehicles	13/01/2023	4413
Total Vehicles	14/01/2023	3174
Total Vehicles	15/01/2023	2532



Great Lines Music Festival 2023

Advance Warning Signage (Local closures)

Erect/place 12-13/05/2023

Remove 30-31/05/2023

1. Wood St jct Dock Rd rbt eastbound
2. Prince Arthur Rd jct Wood St/Brompton Rd northbound
3. Brompton Rd jct Prince Arthur Rd eastbound
4. Prince Arthur Rd jct Mill Rd southbound
5. Mill Rd jct Saunders St exit westbound
6. Mill Rd jct High St/Brompton Rd northbound
7. High St/Brompton Rd jct Mill Rd westbound
8. Marlborough Rd jct High St southbound
9. Lock St jct Britton St westbound
10. Marlborough Rd jct Paget St northbound
11. Paget St jct Britton St westbound
12. Stafford St jct Saxton St westbound
13. Marlborough Rd jct York Ave northbound
14. York Ave jct College Ave
15. Jeffery St jct Skinner St westbound
16. High St jct Skinner St west-side, westbound
17. High St jct Skinner St east-side, eastbound
18. Sally Port Gardens jct Mansion Row
19. Maxell Rd jct Sally Port Gardens
20. 5 x signs Jeffery St, Duncan Rd, Railway st

Notes:

No's. 1-12: 1050 x 750mm @approx 60xht, Mini-Q fit
 No's. 13-14: 1050 x 900mm @approx 60xht, Mini-Q fit
 No's. 15-24: 1050 x 750mm @approx 60xht, Mini-Q fit

Drawing Ref: GLMF2023- AW local routes

Version 1:1



Tel: 02080588851

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KEY

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- NO WAITING CONE
- TRAFFIC BARRIER
- TRAFFIC SIGN
- CSAS STAFF

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1.1	28/01/23	LIVE EVENT PHASE - FRIDAY	OB	BJ

CLIENT: STARDUST

PROJECT TITLE: STARDUST FESTIVALS

DRAWING TITLE: LIVE EVENT - TRAFFIC MANAGEMENT OVERVIEW - FRIDAY

STATUS: DRAFT

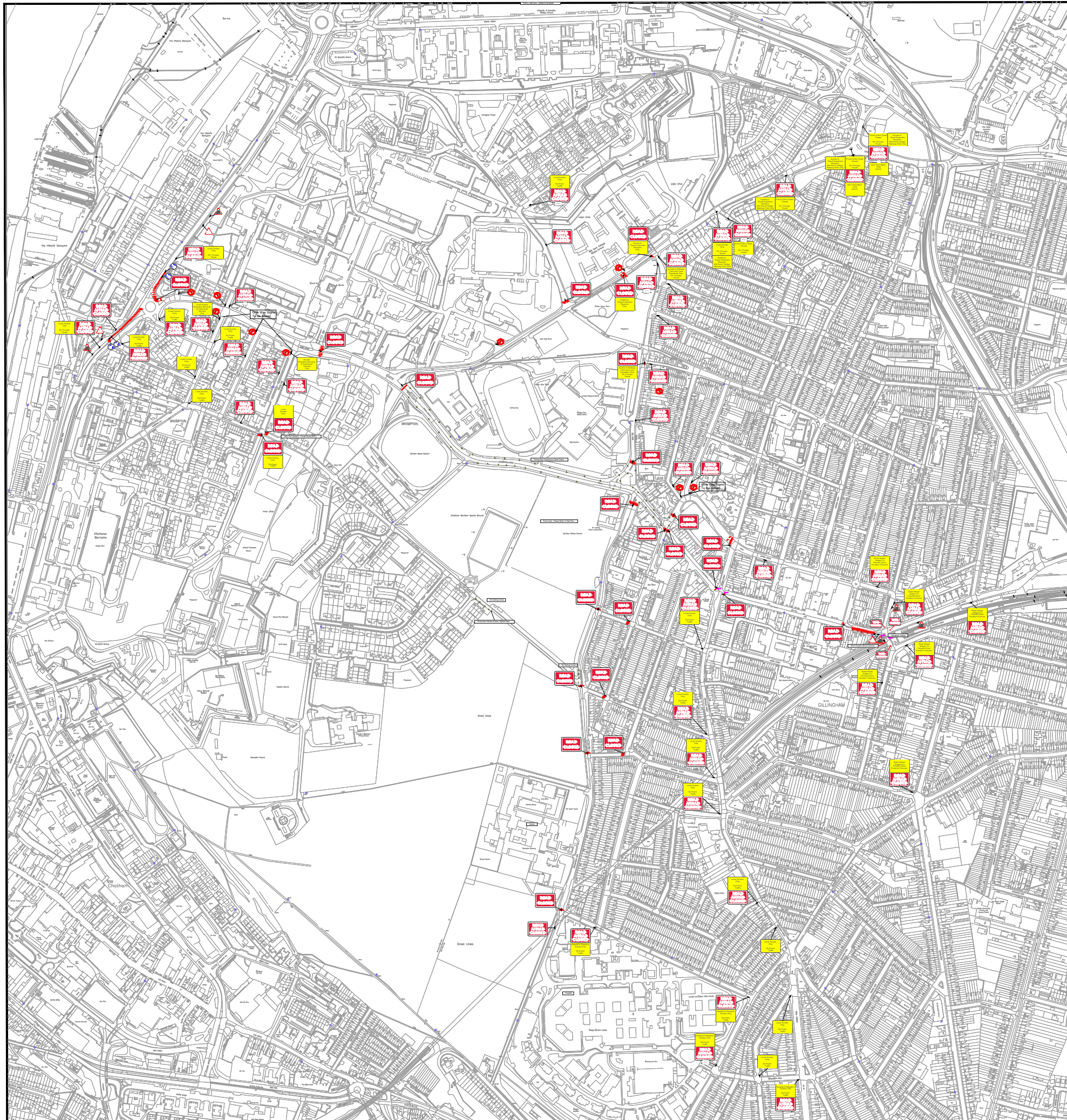
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KEY

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- TRAFFIC BARRIER
- TRAFFIC SIGN
- CSAS STAFF

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1.1	14/12/22	LIVE EVENT PHASE	OB	BJ
1.2	28/01/23	LIVE EVENT PHASE	OB	BJ

CLIENT: STARDUST

PROJECT TITLE: STARDUST FESTIVALS

DRAWING TITLE: LIVE EVENT - TRAFFIC MANAGEMENT OVERVIEW

STATUS: DRAFT

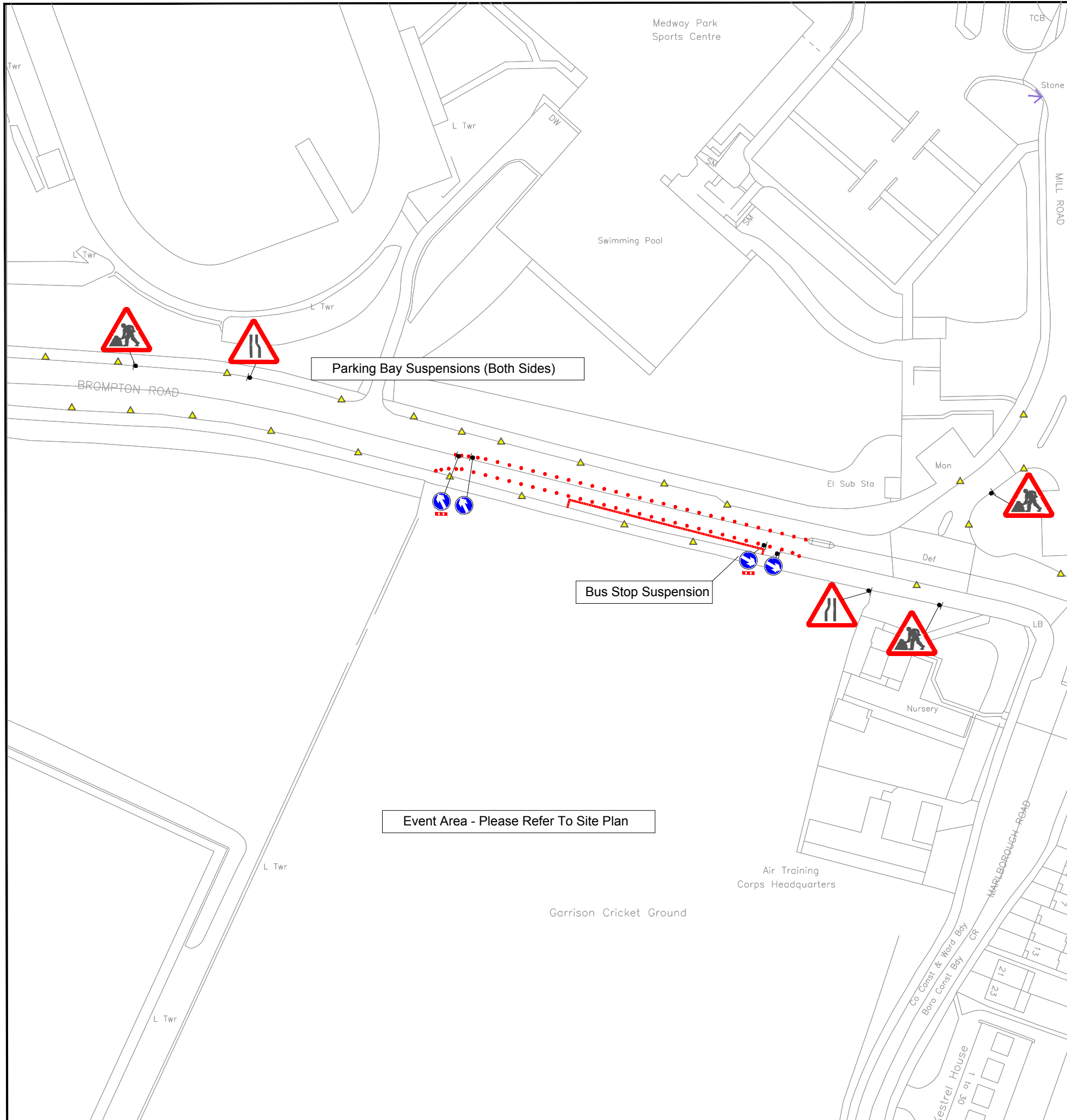
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- TRAFFIC SIGN

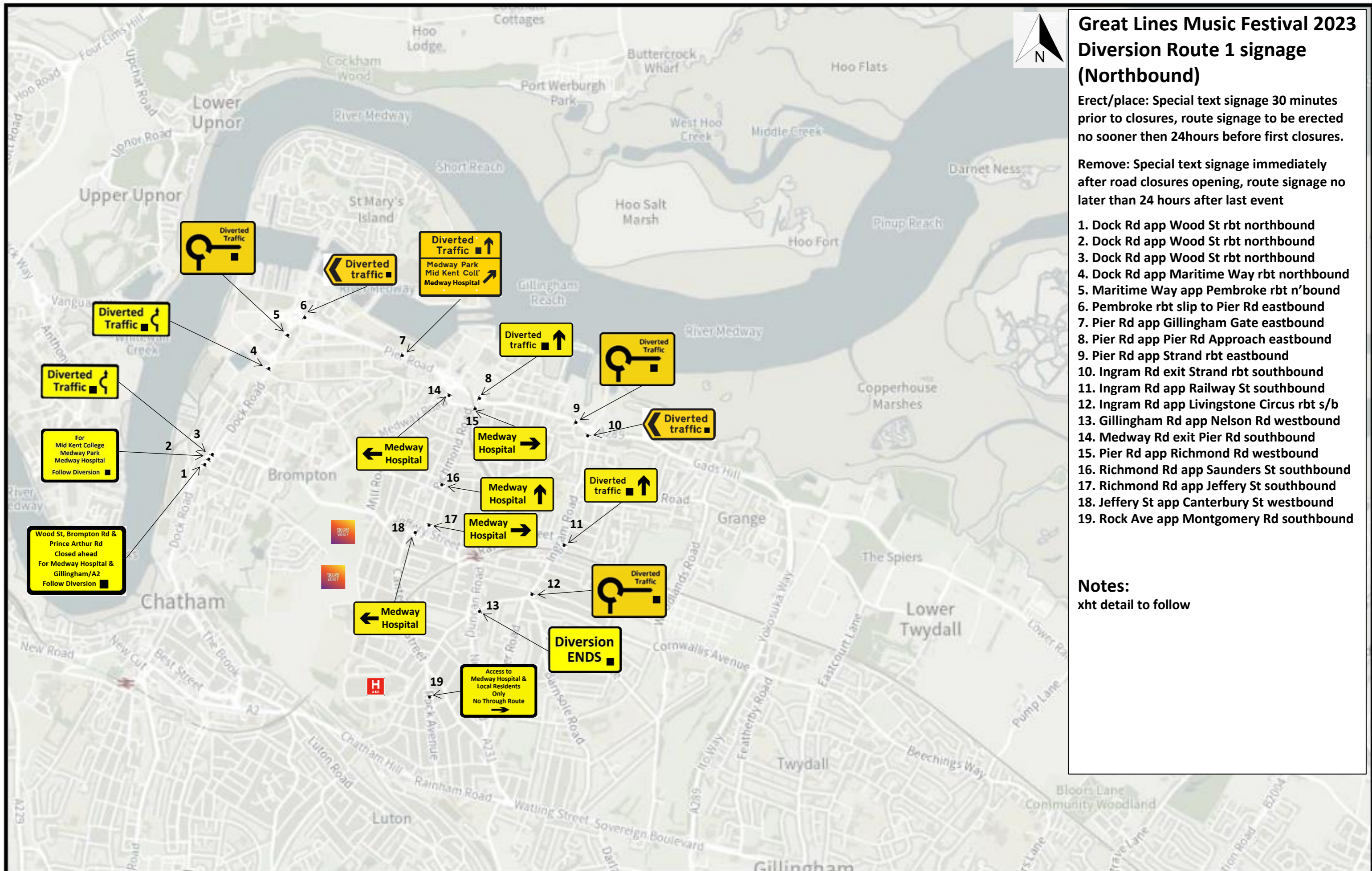
VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1.1	14/12/22	FOOTWAY WIDENING	BJ	N/A

CLIENT: STARDUST
PROJECT TITLE: STARDUST FESTIVALS
DRAWING TITLE: FOOTWAY SCHEME
STATUS: DRAFT
DRAWING NUMBER: GLHTLM2023003
SITE LOCATION: GREAT LINES HERITAGE PARK

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Great Lines Music Festival 2023 Diversion Route 1 signage (Northbound)

Erect/place: Special text signage 30 minutes prior to closures, route signage to be erected no sooner than 24 hours before first closures.

Remove: Special text signage immediately after road closures opening, route signage no later than 24 hours after last event

1. Dock Rd app Wood St rbt northbound
2. Dock Rd app Wood St rbt northbound
3. Dock Rd app Wood St rbt northbound
4. Dock Rd app Maritime Way rbt northbound
5. Maritime Way app Pembroke rbt n'bound
6. Pembroke rbt slip to Pier Rd eastbound
7. Pier Rd app Gillingham Gate eastbound
8. Pier Rd app Pier Rd Approach eastbound
9. Pier Rd app Strand rbt eastbound
10. Ingram Rd exit Strand rbt southbound
11. Ingram Rd app Railway St southbound
12. Ingram Rd app Livingstone Circus rbt s/b
13. Gillingham Rd app Nelson Rd westbound
14. Medway Rd exit Pier Rd southbound
15. Pier Rd app Richmond Rd westbound
16. Richmond Rd app Saunders St southbound
17. Richmond Rd app Jeffery St southbound
18. Jeffery St app Canterbury St westbound
19. Rock Ave app Montgomery Rd southbound

Notes:
xht detail to follow

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Great Lines Music Festival 2023

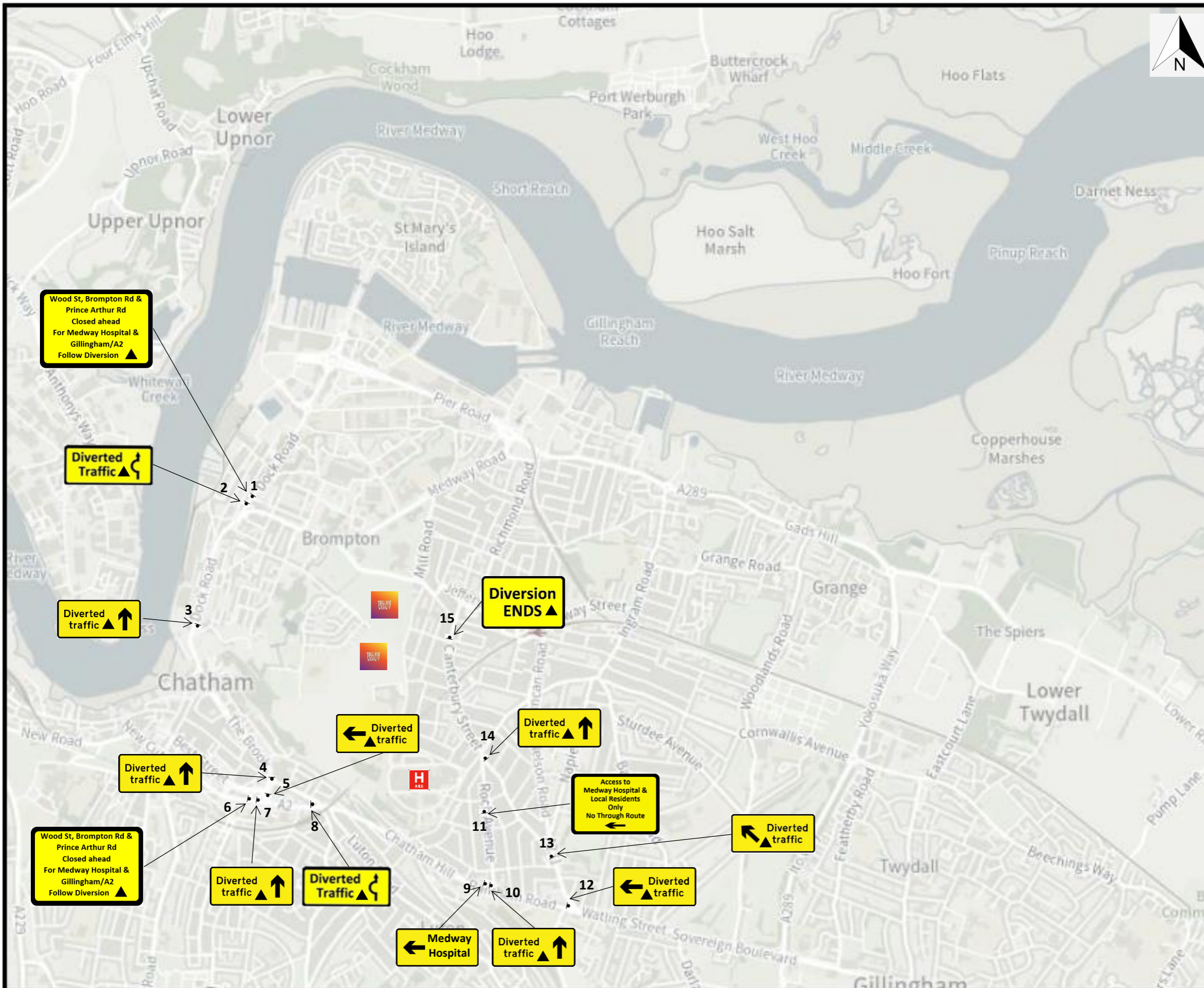
Diversion Route 2 signage (Southbound)

Erect/place: Special text signage 30 minutes prior to closures, route signage to be erected no sooner than 24 hours before first closures.

Remove: Special text signage immediately after road closures opening, route signage no later than 24 hours after last event

1. Dock Rd app Wood St rbt southbound
2. Dock Rd app Wood St rbt southbound
3. Dock Rd app Fort Amhurst southbound
4. The Brook app High St southbound
5. Union St app A2 New Rd southbound
6. New Rd Chatham app Union St eastbound
7. New Rd Chatham app Union St eastbound
8. New Rd Chatham app Luton rbt eastbound
9. Chatham Hill app Rock Ave eastbound
10. Chatham Hill app Rock Ave eastbound
11. Rock Ave app Montgomery Rd northbound
12. Watling St A2 app Canterbury St eastbound
13. Canterbury St app Nelson Rd northbound
14. Canterbury St app Rock Ave northbound
15. Canterbury St app High St northbound

Notes:
xht detail to follow



LAST MILE
Tel: 02080588851

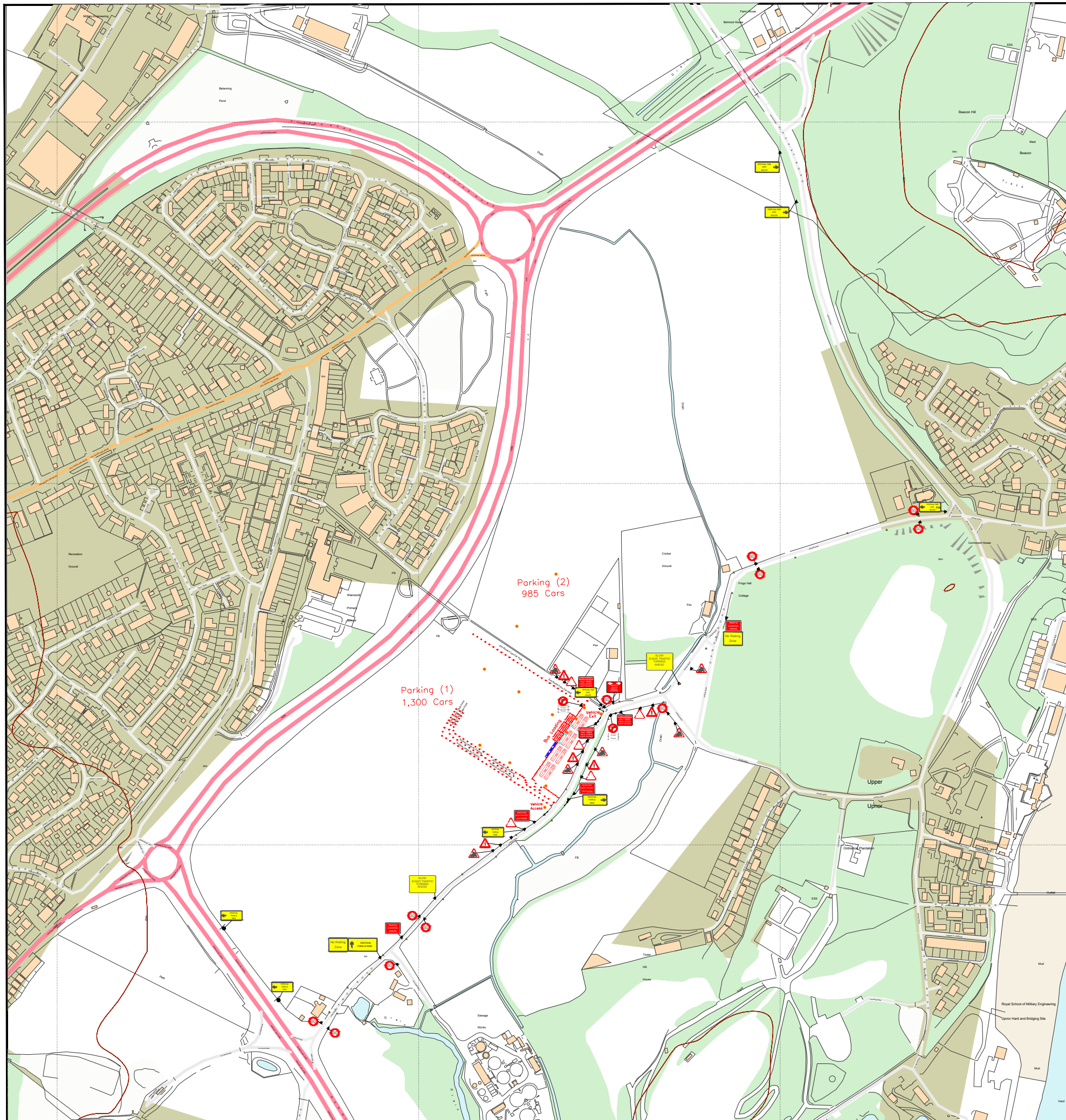
Great Lines Music Festival 2023

	01 Feb 2023
1	Date
Issue	

Diversion Route 2 Southbound

Drawing No
GLMF-D2 Version 1:1
Original drawing size A3 - NTS

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NOTES

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KEY

- BUS
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- LIGHT WEIGHT CROWD CONTROL BARRIER
- TOWER LIGHT
- TRAFFIC SIGN
- SIGNAL HEAD
- TRAFFIC CONE
- NO WAIT CONE

VERSION	DRAWING DATE	COMMENTS	DRAWN BY	REVIEWED BY
1	27/01/23	PARK AND RIDE PLANS	BJ	N/A

CLIENT: STARDUST

PROJECT TITLE: DREAM VALLEY

DRAWING TITLE: PARK AND RIDE PLANS

STATUS: DRAFT

DRAWING NUMBER: GLHTLM2023008

SITE LOCATION: GREENFIELDS, UPNOR ROAD

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Transport Use Forecast and Management Plan

Stardust Festivals 2023

Great Lines Heritage Park

26th, 27th, 28th, 29th May 2023

Document Reference: SDFTLM2023

Document Version: 1.4

Document Status: **DRAFT**

Date of Issue: 02/02/2023

DOCUMENT INFORMATION

Document Details

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Document Scope

This document provides details of the expected transport impact associated with events planned to be held in Great Lines Heritage Park on the 26th, 27th, 28th and 29th May 2023. This document should be read in conjunction with the Event Safety Management Plan (ESMP) and Traffic Management Plan. All forecasts are indicative for planning purposes and will be continually reviewed and updated based upon:

- A regular analysis of current ticket sales data
- The results of customer travel surveys
- Postcode data from current ticket sales

This version of the document focuses on the assumed transport impact associated with the events, with the forecasts assumed based upon the information available at the date of issue.

Details of the transport management measures will be included in a future version of this document, provisions may include but are not limited to:

- The provision of wayfinding signage for pedestrians
- The provision of crowd management and security personnel on the key ingress and egress routes planned to be used by persons accessing and exiting the events
- The provision of customer welfare facilities at transport hubs and coach loading areas

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1. STAKEHOLDERS

TABLE 1 : STAKEHOLDERS		
Agency	Role	Representative
The Last Mile	Traffic and Transport Management Consultant and Principal Contractor	[REDACTED]
Stardust Festivals	Event Organiser	[REDACTED]
Slammin Events	Event Producer	[REDACTED]
Ensign Bus Company	Coach Operator	[REDACTED]
Medway Council	Highway Authority	[REDACTED]
Medway Council	Highways Maintenance	[REDACTED]
Medway Council	Events	[REDACTED]
Medway Council	Parking Services	[REDACTED]
Medway Council	Sports and Heritage	[REDACTED]
Medway Council	Tourism	[REDACTED]
Medway Council	Public Transport - Buses	[REDACTED]
National Highways	National Highways	To be added
Ministry of Defence (MOD)	Land Owner	[REDACTED]
Rail Operator	Southeastern	[REDACTED]
Transport for London (TfL)	Surface Events Team Transport for London Road Network	[REDACTED]
Transport for London (TfL)	London Underground	[REDACTED]
Transport for London (TfL)	Buses	[REDACTED]
Kent Police	Emergency Service	Various
Medway Maritime Hospital and South East Coast Ambulance Service	Hospital and Ambulance Service	To be added
Kent Fire and Rescue Service	Emergency Service	To be added

2. EVENT OVERVIEW

TABLE 2 : EVENT OVERVIEW				
Item	Information			
Venue	Great Line Heritage Park Brompton Road Gillingham ME7 5HB			
				
Event Name	TBC	Dream Valley	TBC	TBC
Event Type	Opera and Classical Music Event	Music and Arts Festival	80's&90's Music Festival	Family Festival
Event Date	Friday 26th May	Saturday 27th May	Sunday 28th May	Monday 29th May
Maximum Attendance	5,000	25,000	15,000	15,000
Event Timings	17.00 - 21.45	11.00 - 22.00	14.00 - 21.30	10.30 - 18.00

Event Overview

Various different types of events are proposed to take place over the course of the weekend. Due to the varied nature of programming for the events, each day is expected to attract a different demographic of ticket holders that are expected to travel differently to and from the events:

Event Day 1 - Opera and Classical Music Event

This event is expected to attract a local audience. It is expected that more persons are likely to wish to walk or drive to this event than for the events on Saturday and Sunday, with less usage of the rail network.

Event day 2 - Dream Valley Music and Arts festival

This event is expected to attract a regional audience of predominantly persons under the age of 40. It is expected that due to the nature of the event persons will choose to travel by means that do not involve driving and therefore it is expected that the most prevalent modes of transport used will be trains, buses and taxis.

Event day 3 - 80's&90's Music Festival

This event is expected to attract a regional audience of predominantly persons under the age of 50. It is expected that due to the nature of the event persons will choose to travel by means that do not involve driving and therefore it is expected that the most prevalent modes of transport used will be trains, buses and taxis.

Event day 4 - Family Festival

This event is expected to attract a local audience, primarily consisting of family groups. Persons are expected to arrive and depart throughout the course of the day, with a shorter dwell time on-site than on the other event days. It is expected that more persons are likely to wish to walk or drive to this event than on the other event days.

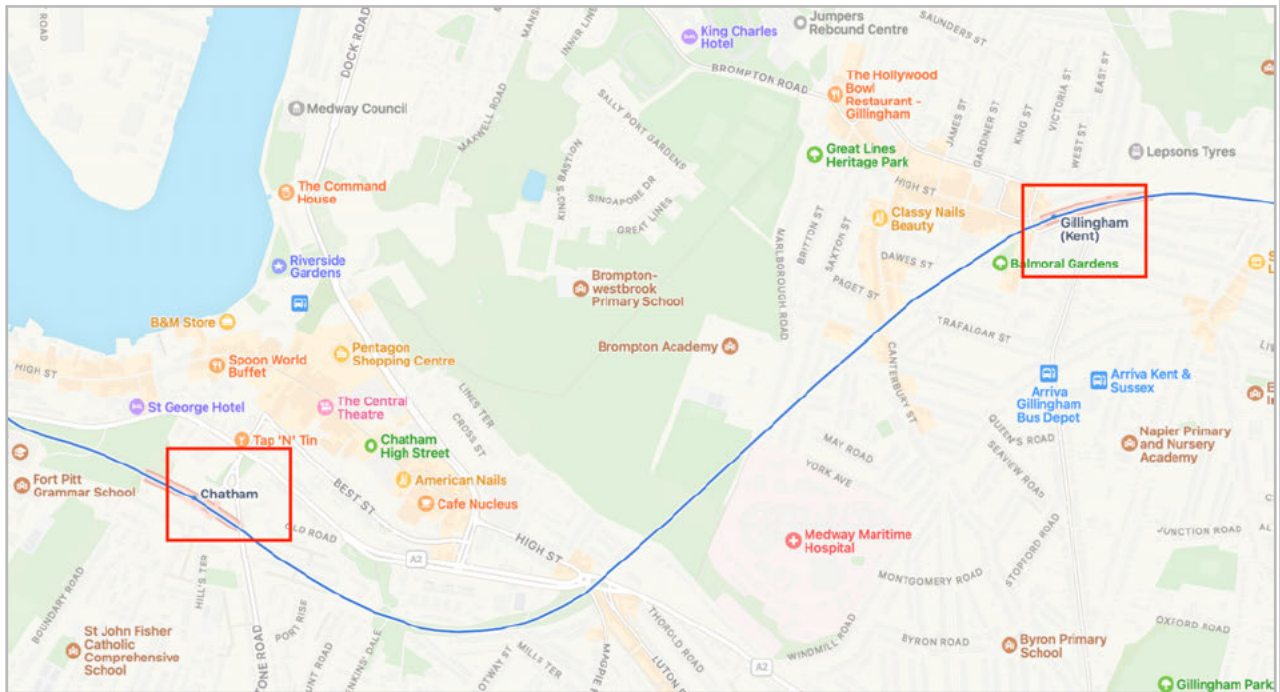
3. TRANSPORT NETWORK

The event site is located in Gillingham, Medway. The site is located in a built up area in close proximity to a large number of residential properties, an army barracks, school and hospital. The site is accessible via the following modes of transport:

- Rail - The nearest train station to the event site is Gillingham Rail Station
- Local Buses
- Special Event Buses - The event organiser will implement various special bus services to ensure the event site is accessible for ticket holders, details of the special bus services are included below.
- Car - The event organiser will ensure sufficient park and ride facilities are available to cater for persons wishing to drive to the events and park. Suitable drop-off and pick-up facilities will be available for those arriving or departing via taxi
- Walking - From residential properties and hotels in the local area

Rail Network

TABLE 3 : RAIL HUBS



Station	Rail Operators
Gillingham	Southeastern Railway
Chatham	Southeastern Railway

Rail engineering works are planned to take place that will restrict services on the section of the rail network shown in the image below in pink. These works will take place from 0210 on Saturday the 27th May until 0300 on Tuesday 30th May. Rail replacement bus services will operate to replace the rail service, details of the route plans for these services will be included in a future version of this document once available from the train operating company.

Image - Overview of Rail Works:



* Provided by network rail

Local Bus Network

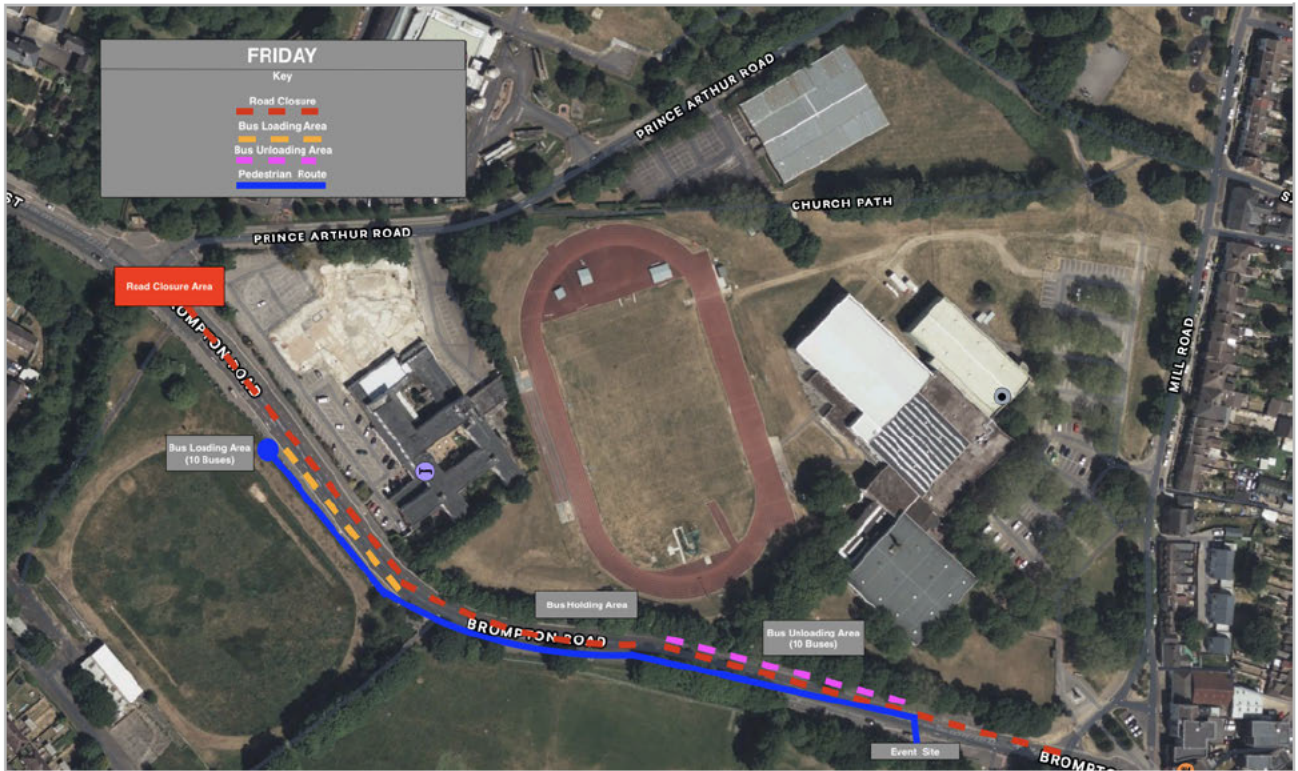
TABLE 4 : BUS SERVICES	
Bus Number	Route Information
101	Gillingham - Maidstone
116	Chatham - Hampstead
326	Chatham - Sittingbourne
327	Chatham - Sittingbourne
182	Chatham - Twydall
121	Chatham - Rainham

Special Bus Services for the Events

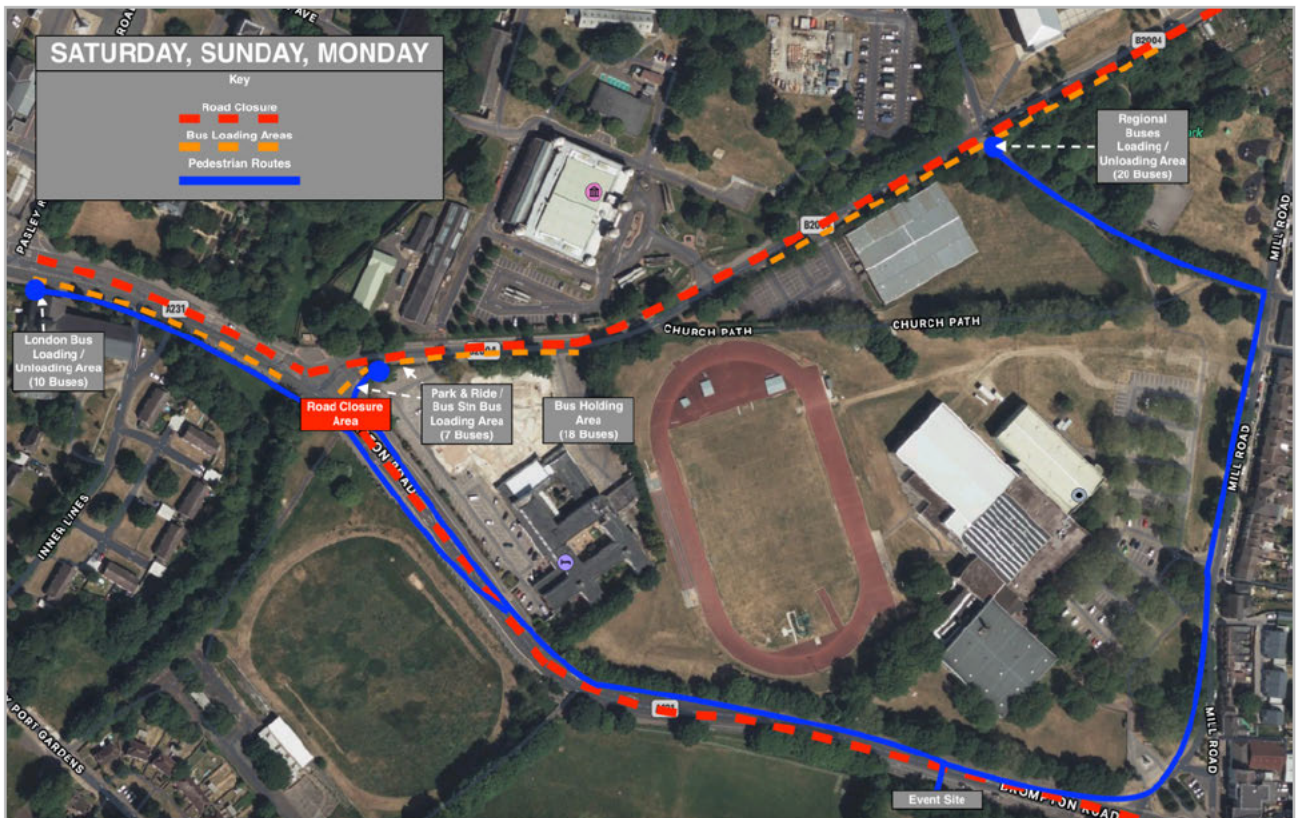
Various special bus services are proposed to be implemented as detailed in the table below. Ensign Bus Company has been appointed as the designated provider for special bus services for the event.

TABLE 5 : SPECIAL BUS SERVICES	
Route	Details
S1 - North Greenwich - Event Site	Special bus service for customers travelling to the venue from destinations to the west, including London. This service will be implemented as a result of planned engineering works impacting services between Gravesend and Gillingham, and will operate on the 27th, 28th and 29th May only. Details of the arrangements to be implemented in North Greenwich will be included in a future version of this document.
S2 - Gravesend - Event Site	Contingency service to support rail replacement bus operations on the 27th, 28th and 29th May only. This service will be implemented as a result of planned engineering works impacting services between Gravesend and Gillingham.
S3 - Park and Ride - Event Site	Special bus service connecting the venue with various park and ride locations as detailed in table 6 of this document. This service will operate on all event days.
S4 - Chatham Bus Station - Event Site	Special bus service connecting the venue with Chatham Bus Station. This service will operate on all event days.
S5 - Regional Bus Services - Event Site	Regional buses will operate for the events on the 27th and 28th May, with destination coaches from nearby towns and cities.

Special Bus Service Loading and Unloading Area - Friday (to be viewed in conjunction with appendix 1.1 and 1.2)

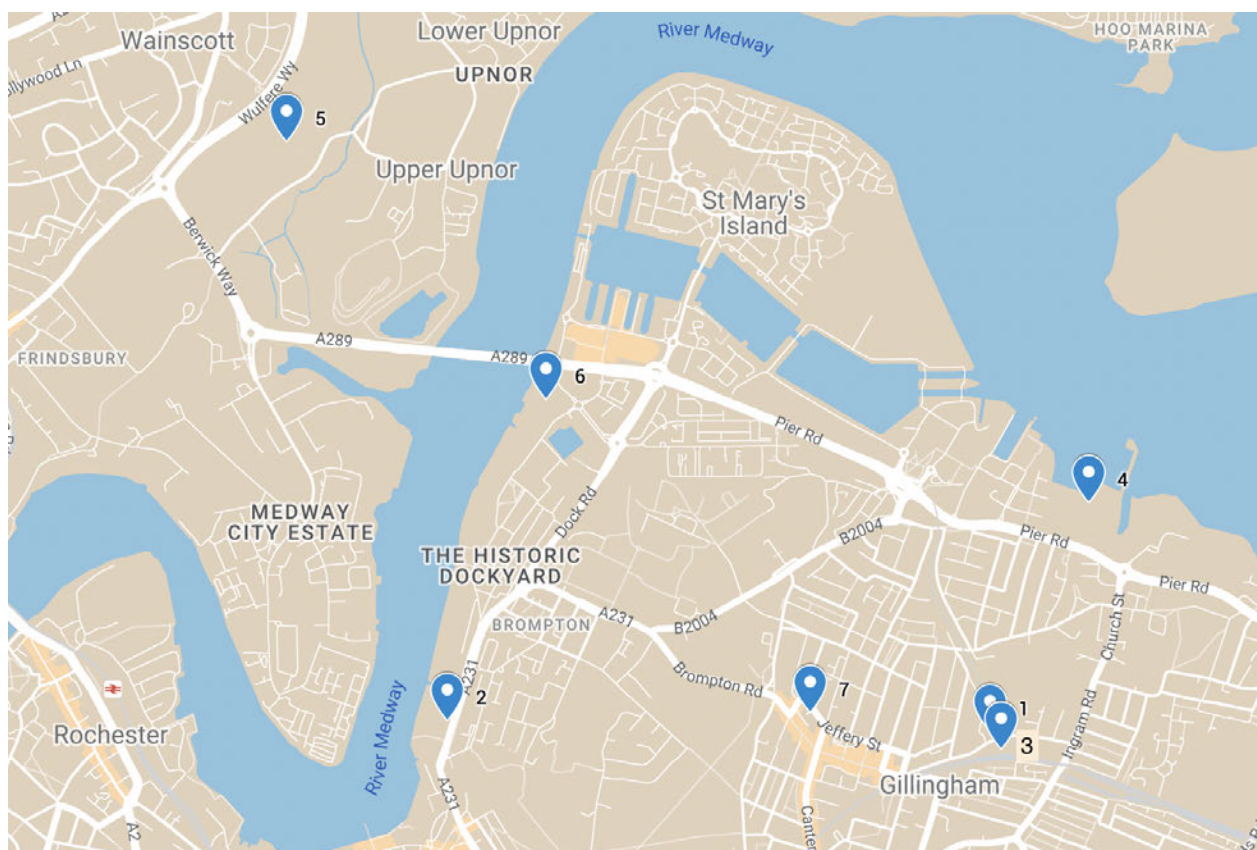


Special Bus Service Loading and Unloading Area - All Other Days (to be viewed in conjunction with appendix 2.1 and 2.2)



Park and Ride, Park and Walk and Pick-Up & Drop-Off Locations

TABLE 6 : PARK AND RIDE / PARK AND WALK / PICK-UP AND DROP-OFF LOCATIONS



Car Park	Type	Capacity	Owner	Usage	Status
1. Croneens	Park and walk	69	Medway Council	Unadvertised, marshalled car park with event parking only sign	Agreement confirmed
2. Gun Wharf	Park and ride	209	Medway Council	Unadvertised, marshalled car park with event parking only sign	Agreement confirmed
3. Rainside (Gillingham)	Pick-up and drop-off facility	77	Medway Council	Pick-up and drop-off facility	Agreement confirmed
4. Gillingham Marina	Park and ride	150*	Private Landlord	Unadvertised, marshalled car park with event parking only sign	Subject to contract
5. Greenfields Boot Fair - Green Field	Park and ride	2,285	Private Landlord	Advertised park and ride location, tickets to be pre-sold and available for purchase on the day	Agreement confirmed
6. The Historic Dockyard, Chatham - Brownfield Site (H1)	Park and ride	400*	Private Landlord	Unadvertised, marshalled car park with event parking only sign	Subject to agreement

7 .Britton Farm (Available Saturday, Sunday and Monday Only)	Pick-up and drop-off facility	47	Medway Council	Pick-up and drop-off facility	Agreement confirmed
Total Spaces	3,113 - Not including Railside (3) and Britton Farm (7), as these locations are being considered for usage as a pick-up and drop-off facility. Based on an average occupancy of 2.4 persons per car, 3,113 spaces provide capacity for 7,471 persons.				

* Estimated Parking Capacity

Sufficient park and ride capacity will be provided in line with the transport use forecasts contained within this document. Additional sites will be procured as required.

4. TICKET SALES STRATEGY AND CUSTOMER COMMUNICATIONS

The event organiser will implement a customer communications strategy to influence travel choices, the following objectives will be promoted:

- Promoting use of the various special bus services
- Promoting the use of available rail services
- Discouraging persons from driving to the venue, whilst encouraging the use of park and ride facilities for those that do choose to drive

Transport options will be available to purchase in advance of the event, which will provide accurate information regarding the number of persons travelling to the event by special bus service, or wishing to utilise the park and ride facilities.

5. TRANSPORT USE FORECAST

The transport use forecast contained within this section of the document is indicative and will be updated following a review of postcode ticket sales data. The forecast used is based upon observed transport usage from the 2022 event at Lydd Airport as well as data from events of a similar nature.

It is accepted that the forecast below is an estimate, and that resilience needs to be built into the planning to accommodate shifts in transport usage on the day of the events.

The forecasts contained within this document are based upon all events reaching a full capacity, however it is noted that this is unlikely.

Current Transport Use Forecast

Transport Type	Event Day 1 5,000 capacity		Event Day 2 25,000 capacity		Event Day 3 15,000 capacity		Event Day 4 15,000 capacity	
	Mode Share Forecast	Number of Persons	Mode Share Forecast	Number of Persons	Mode Share Forecast	Number of Persons	Mode Share Forecast	Number of Persons
Rail - Gillingham - West (London) / Special Bus Service from North Greenwich	10%	500	35%	8,750	25%	3,750	10%	1500
Rail - Gillingham - East	10%	500	10%	2,500	20%	3,000	10%	1500
Taxi / Private Drop & Collect	15%	750	15%	3,750	15%	2,250	15%	2250
Walk / Local	40%	2,000	20%	5,000	20%	3,000	40%	6000
Park & Ride	25%	1,250	10%	2,500	15%	2,250	25%	3750
National Coaches / Other	0%	0	10%	2,500	5%	750	0%	0
Totals	100%	5,000	100%	25,000	100%	15,000	100%	15,000

Overview of Expected Transport Use

Event Day 1 - Friday 26th May:

Rail: Gillingham - West (London) - 10% of the audience are expected to utilise rail services at Gillingham Station using services to and from London.

Rail: Gillingham - East - 10% of the audience are expected to utilise rail services at Gillingham Station heading eastbound .

Taxi / Private Drop & Collect: Other: 15% of the audience are expected to use taxi services to access and exit the area.

Walk / Local: 40% of the audience are expected to walk to and from the events.

Park & Ride: 25% of the audience are expected to drive to and from the event and make use of the parking facilities provided.

Event Day 2 - Saturday 27th May:

Special Bus Service: North Greenwich - Prince Arthur Road - 35% of the audience are expected to utilise special bus services to and from North Greenwich.

Rail: Gillingham - East - 10% of the audience are expected to utilise rail services at Gillingham Station heading eastbound.

Taxi / Private Drop & Collect: Other: 15% of the audience are expected to use taxi services to access and exit the area.

Walk / Local: 20% of the audience are expected to walk to and from the events.

Park & Ride: 10% of the audience are expected to drive to and from the event and make use of the parking facilities provided.

National Coaches / Other: 10% of the audience are expected to use alternative coach services provided by the event organiser.

Event Day 3 - Sunday 28th May:

Special Bus Service: North Greenwich - Prince Arthur Road - 25% of the audience are expected to utilise special bus services to and from North Greenwich.

Rail: Gillingham - East - 20% of the audience are expected to utilise rail services at Gillingham Station heading eastbound.

Taxi / Private Drop & Collect: Other: 15% of the audience are expected to use taxi services to access and exit the area.

Walk / Local: 20% of the audience are expected to walk to and from the events.

Park & Ride: 15% of the audience are expected to drive to and from the event and make use of the parking facilities provided.

National Coaches / Other: 5% of the audience are expected to use alternative coach services provided by the event organiser.

Event Day 4 - Monday 29th May:

Special Bus Service: North Greenwich - Prince Arthur Road - 10% of the audience are expected to utilise special bus services to and from North Greenwich.

Rail: Gillingham - East - 10% of the audience are expected to utilise rail services at Gillingham Station heading eastbound.

Taxi / Private Drop & Collect: Other: 15% of the audience are expected to use taxi services to access and exit the area.

Walk / Local: 40% of the audience are expected to walk to and from the events.

Park & Ride: 25% of the audience are expected to drive to and from the event and make use of the parking facilities provided.

6. INGRESS AND EGRESS FORECASTS

Details of the expected arrival and departure profile for all event days will be included in a future version of this document.

Dream Valley Music & Arts Festival - Saturday

Ingress - Ingress is expected to be dispersed between 11:00 and 18:00, with a peak in arrivals estimated between 14:00 - 16:00.

Egress - Talent programming and staggered stage closing times will be used to influence the time people leave the event site. The insert below shows the current planned stage finish times.

Insert from Egress Management Plan (Contained within ESMP):

Stardust Festival 2023 Draft Crowd Management & Egress Plan V1.1 - For consultation	
Event Timings	
Activity	Saturday 27th May
Production Gate opens	08:00
ELT Site walk	09:30
ELT 1st Meeting	10:00
Published Opening Time	11:00
Last Entry	18:00
Stage 2 Close	22:00
Stage 1 (Main Stage) Close	21:00
Stage 3 Close	21:30
Stage 4 Close	22:00
Stage 5 Close	21:30
Stage 6 Close	21:45
All Bars Close	22:00
All Food Close	21:50
All Music Off	22:00
Site within steel shield to be swept clear by	22:30
Main stage 1 will close 60 minutes before the last entertainment option on Saturday to encourage staggered departure.	
Control measures will be in place to prevent the audience from simply moving to a later venue, but instead to then depart. These times may be subject to dynamic changes to manage customer egress flow rates (see Egress Plan). The closure or retention of smaller venues such as 5 and 6 can be dynamically assessed to assist in promoting or slowing egress.	

Saturday Indicative Egress Profile

TABLE 8 : INDICATIVE EGRESS PROFILE - DREAM VALLEY							
Time	% Egress	London Special Bus Service	Rail Gillingham - East	Taxi / Private Pick-Up	Walk / Local	Park & Ride / Bus Station	Regional Coaches
Time Block	%	35%	10%	15%	20%	10%	10%
Before 20:30	5%	438	125	188	250	125	0
20:30-21:00	5%	438	125	188	250	125	0
21:00-21:30	20%	1750	500	750	1000	500	0
21:30-22:00	40%	3500	1000	1500	2000	1000	0
After 22:00	30%	2625	750	1125	1500	750	2500
Totals	100%	8750	2500	3750	5000	2500	2500

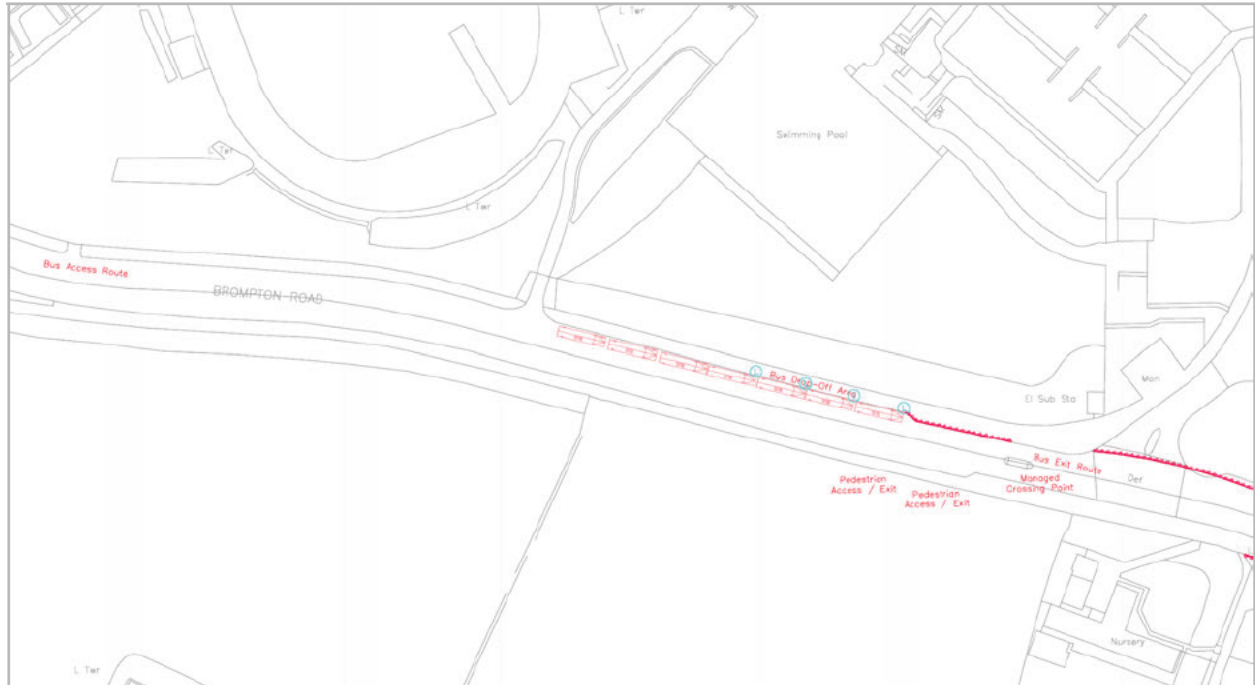
** This egress profile has been informed by the planned stage closure timings and egress strategy as outlined in the Egress Management Plan. Stage closures will begin at 21:00, with further closures at 21:30, 21:45 and 22:00 in order to promote a staggered egress. This technique has been implemented successfully at other events.

7. BUS LOADING AND BARRIER PLANS

TABLE 9 : BUS LOADING AND BARRIER PLANS

The images in the table below should be viewed in conjunction with appendix 1.1, 1.2, 2.1 and 2.2.

Friday - Ingress Phase



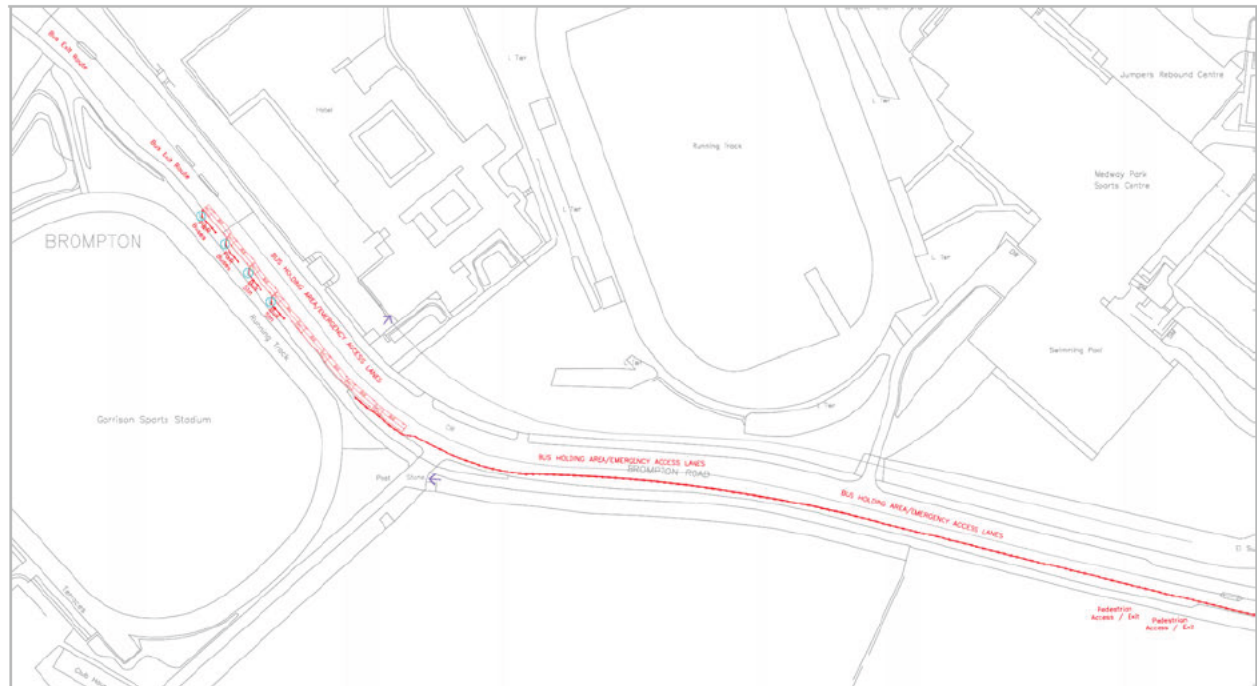
Details

During the ingress phase of the event on the Friday only, due to the reduced attendee numbers and Prince Arthur Road remaining open, buses will access the closure area of Brompton Road in order to drop-off passengers.

Buses will access via the junction of Brompton Road and Wood Street, dropping off passengers within the closure in the suspended parking bays opposite the park.

There will be x4 dedicated coach unloading points, allowing for 4 buses to unload at any one time. Additional stacking space will be available within the road closure area on Brompton Road prior to the drop-off location.

Friday - Egress Phase



Details

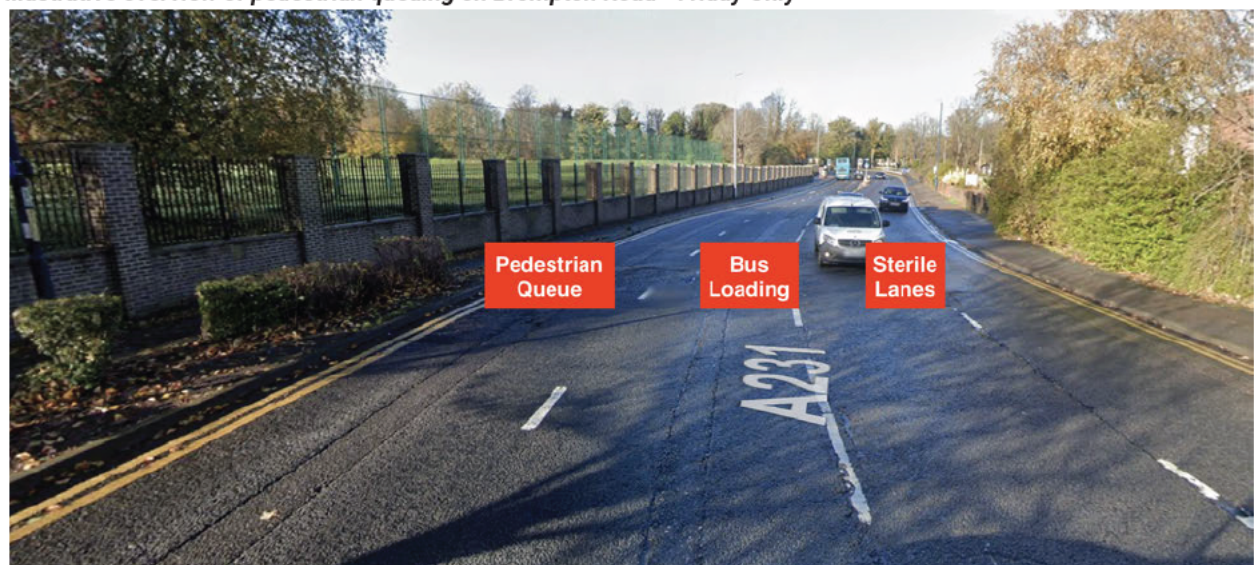
All buses will collect passengers on Brompton Road, within the closure area. The pick-up area will be located to the west of the event site exit. Crowd control barriers will be used to channel pedestrians to the designated loading points.

All buses will access Brompton Road by travelling via Skinner Street and then westbound on Jeffery Street to reach Brompton Road.

For the Friday event, buses will only operate to Chatham Bus Station and the Park and Ride facilities only.

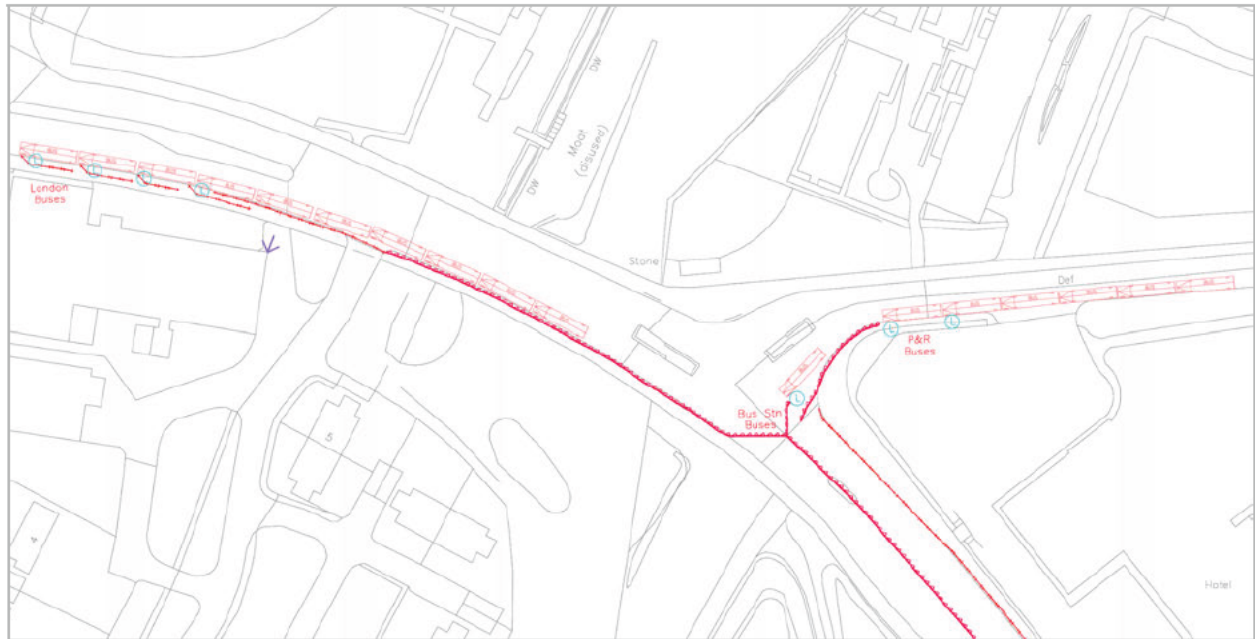
X4 bus loading points will be established as are indicated in the image above, allowing for 4 buses to load at any one time. In addition to the dedicated loading points, there is space for 23 buses to stack within the road closure area of Brompton Road, between the loading point and the junction with Mill Road.

Illustrative overview of pedestrian queuing on Brompton Road - Friday Only



Saturday, Sunday and Monday - Ingress

London Buses, Bus Station and Park and Ride

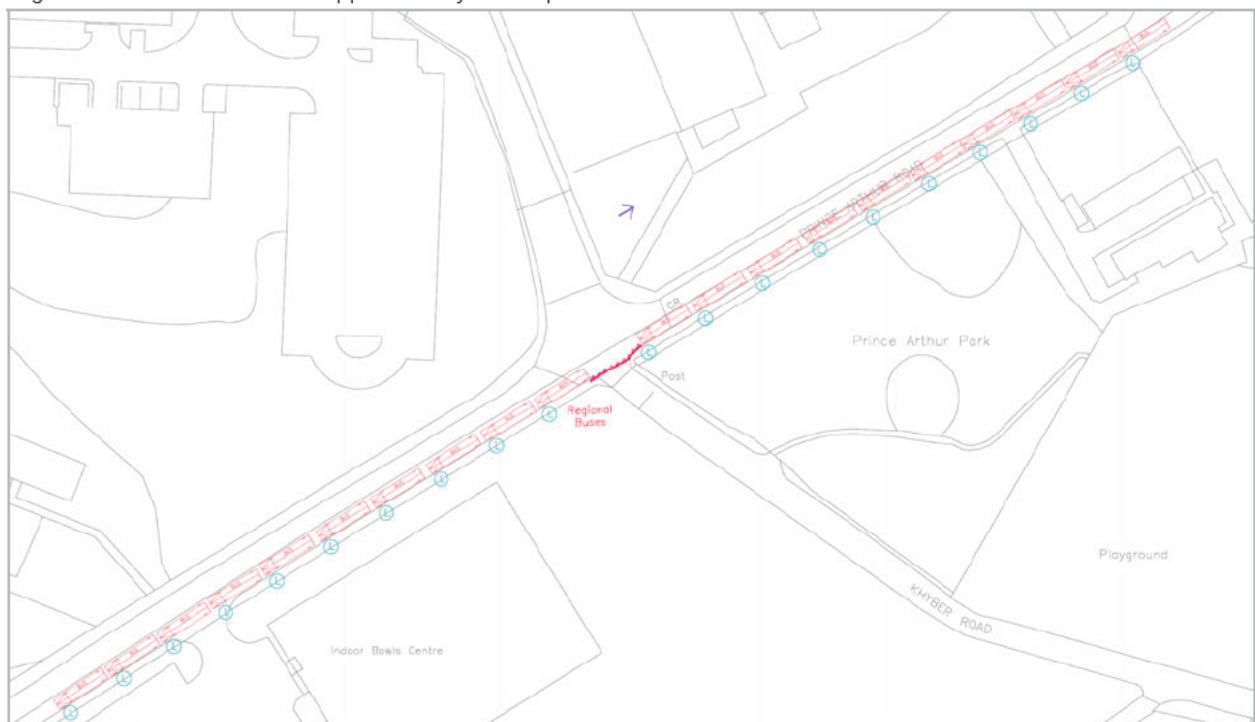
**Details**

Separate bus stops will be in operation for the various routes. All bus stops will be located within a managed road closure area. The following event bus unloading areas are shown in the image above:

- Wood Street - London Buses - x4 bus stops
- Prince Arthur Road - Park and Ride and Bus Station Buses - x3 bus stops

Saturday, Sunday and Monday - Ingress

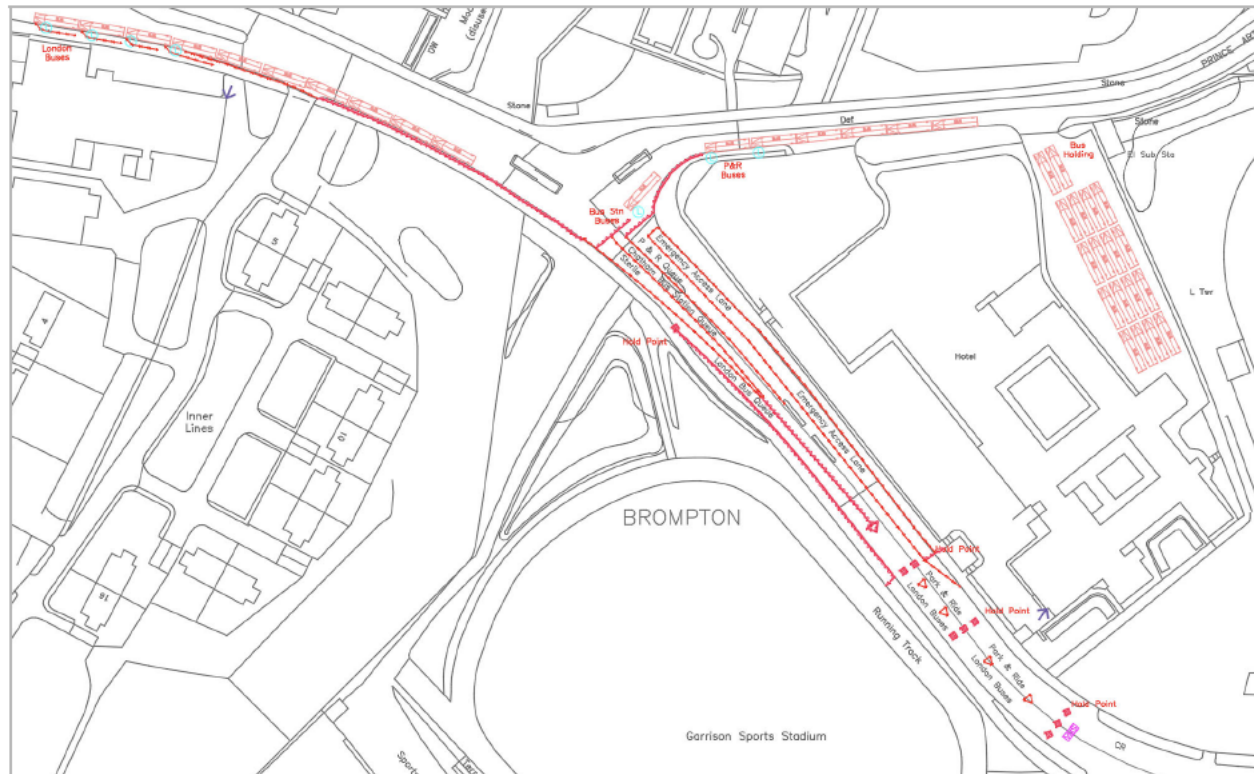
Regional Buses & Gravesend Supplementary Rail Replacement

**Details**

Regional buses will drop passengers on Prince Arthur Road, near to Khyber Road, to allow them to access the event via Khyber Road and Mill Road. There is space for x20 buses to unload at any one time.

Saturday, Sunday and Monday - Egress

London Buses, Bus Station and Park and Ride



Details

Crowd management arrangements will be implemented in order to control the flow rate of pedestrians towards the designated loading points. On Brompton Road, within the road closure area, three hold and release points will be established in order to pulse the flow of pedestrians into queuing systems for:

- London buses, loading on Wood Street, with x4 buses loading at any one time
- Bus station buses, loading at the junction of Brompton Road and Prince Arthur Road, with x1 bus loading at any one time
- Park and Ride buses, loading on Prince Arthur Road, with x2 buses loading at any one time

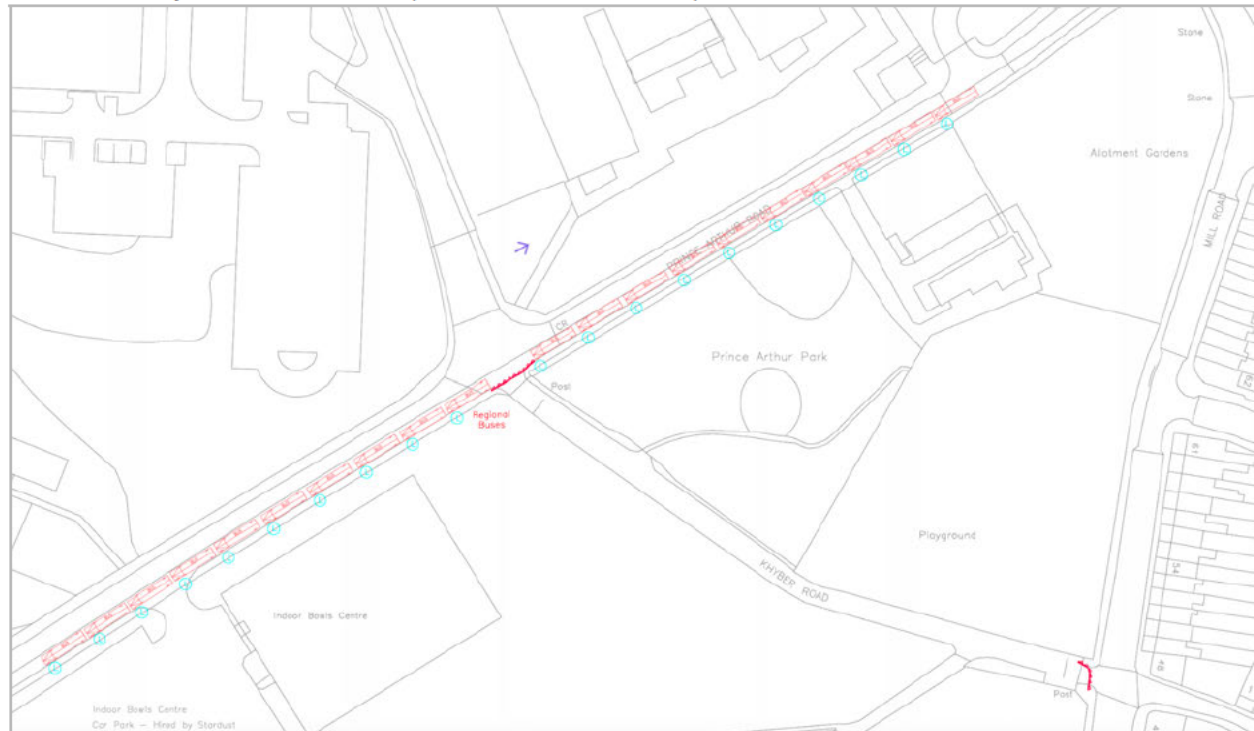
The rear car park of the King Charles hotel will be used as a standing area for buses, from which they will be called forwards to the designated loading points as and when required.

Illustrative overview of pedestrian queuing on Brompton Road



Saturday and Sunday - Egress

Regional Buses & Gravesend Supplementary Rail Replacement - Please note no regional buses are expected for the event on Monday, however some rail replacement services will be provided

**Details**

Regional buses will collect passengers on Prince Arthur Road, near to Khyber Road, to allow them to access the buses via Mill Road and Khyber Road. X20 buses will load at any one time with clear signage used to ensure customers can easily locate their coach.

8. EGRESS DEMAND MANAGEMENT

The following tools will be used to manage demand on the transport infrastructure during the egress phase of events

TABLE 10 : EGRESS DEMAND MANAGEMENT	
Item	Details
Staggered stage closure timings	Stages will be programmed to different finish times in order to manage a staggered egress profile for the events on Saturday 27th (Dream Valley) and Sunday 28th May (80s/90s Music Festival)
Managed exit widths	In order to ensure that available transport systems are not overwhelmed, the flow rate of persons leaving the event site will be managed by constraining the available exit width in line with the processing speed of the various transport options
Crowd management arrangements	Queuing systems will be implemented at the following locations: <ul style="list-style-type: none"> - Bus loading areas - The taxi pick-up areas - Gillingham Station
Bus Departure Times	Regional - Staggered bus departure times

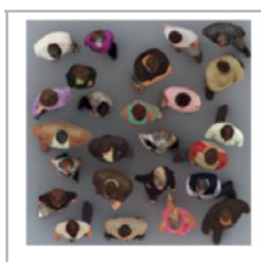
9. BUS LOADING AND QUEUEING - SATURDAY, SUNDAY AND MONDAY

TABLE 11 : WALKING TIMES TO BUSES		
Destination	Distance (Metres)	Walk Time @ 1.33mps
London Buses	595m	7 minutes
Park and Ride Buses	500m	6 minutes
Regional Buses	530m	6.5 minutes

TABLE 12 : BUS LOADING AND QUEUEING CAPACITIES - SATURDAY, SUNDAY, MONDAY			
Route	Queue Capacity *	Number of Load / Unload Points	Hourly Processing Capacity of Buses *
London	1,140 persons at any one time	4	Based on 4 buses departing every 4 minutes, the estimated processing capacity is 60 buses per hour. At 76 persons per bus, this equates to 4,560 persons per hour
Park and Ride	1,080 persons at any one time	2	Based on 2 buses departing every 4 minutes, the estimated processing capacity is 30 buses per hour. At 76 persons per bus, this equates to 2,280 persons per hour
Bus Station	780 persons at any one time	1	Based on 1 bus departing every 4 minutes, the estimated processing capacity is 15 buses per hour. At 76 persons per bus, this equates to 1,140 persons per hour
Regional Buses <i>** Saturday and Sunday Only</i>	N/A - Buses to be loaded to pre planned departure times in order to manage demand and capacity at the designated loading point, reducing the need for queuing. Bus destinations will be clearly signposted to allow for attendees to easily locate their pre booked bus	20	Bus departures will be staggered with 20 buses departing every 15 minutes, from 22:15 until the demand is clear

* Assumptions:

- A loading capacity of 76 persons per bus
- A loading time of 4 minutes per bus, with the processing capacity influenced by the number of buses loading at at one time
- A queuing capacity based upon a density of 2 persons per square metre, a visualisation of this density is included below for reference:

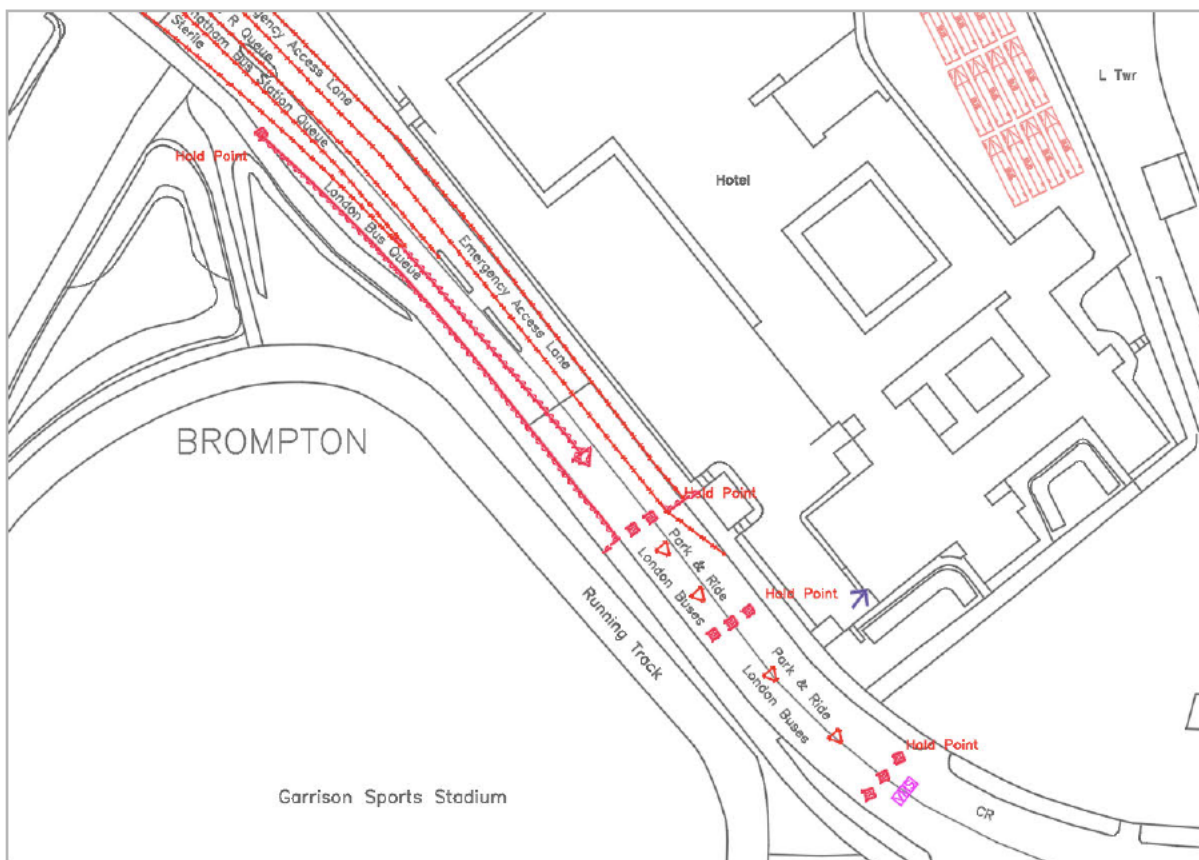


10. HOLD AND RELEASE POINTS

In order to manage the capacity of the queues for the bus services during the egress phase of events, the following mitigation measures will be implemented:

1. Managed exit widths from the event site and park - Reducing the available exit widths to control the flow rate of pedestrians leaving the event in accordance with the off site queuing and bus loading capacities
2. Hold and release points before queuing systems on Brompton Road - Three hold and release points are proposed to be implemented prior to the queuing systems in order to control the flow rate of pedestrians in accordance with the queue capacities, the hold and release points shown below have capacity to accommodate 3,080 people at 2 persons per square metre.

Insert from appendix 2.2 - Hold and Release Points on Brompton Road



11. ESTIMATED BUS NUMBERS - ESTIMATED

TABLE 13 : ESTIMATED BUS NUMBERS - ACCURATE AS OF 31/01/2023												
Transport Type	Event Day 1 5,000 capacity			Event Day 2 25,000 capacity			Event Day 3 15,000 capacity			Event Day 4 15,000 capacity		
	Mode Share Forecast	Number of Persons	Number of Buses	Mode Share Forecast	Number of Persons	Number of Buses	Mode Share Forecast	Number of Persons	Number of Buses	Mode Share Forecast	Number of Persons	Number of Buses
Special Bus Service from North Greenwich	N/A	N/A	N/A	35%	8,750	115	25%	3,750	50	10%	1500	20
Park & Ride / Bus Station Shuttle	25%	1,250	15	10%	2,500	20	15%	2,250	15	25%	3750	25
National Coaches / Other	N/A	N/A	N/A	10%	2,500	50	5%	750	15	N/A	N/A	N/A
Gravesend Contingency Rail Replacement Bus	N/A	N/A	N/A	N/A	N/A	8	N/A	N/A	6	N/A	N/A	5
Total Bus Use of Overall Mode Share	25%	1,250	15	55%	13,750	193	45%	6,750	86	35%	5,250	50

Bus numbers based upon Greenwich, Park and Ride and Bus Station services having capacity for 76 passengers, and regional buses having capacity of 50 passengers.

The number of buses is subject to change in line with amendments to the transport use forecast that may be made. It will be possible to track the number of pre-sales for the special bus services from North Greenwich.

12. WAYFINDING AND STEWARDING

TABLE 14 : WAYFINDING AND STEWARDING	
Item	Description
Wayfinding Signage	Wayfinding signage for pedestrians will be installed to direct pedestrians to and from all local transport hubs, including temporary bus stops and car parks
Wayfinding Stewards	Wayfinding stewards will be deployed to direct pedestrians towards the event site from the designated bus drop-off points

13. APPENDICES

TABLE 15 : APPENDICES	
Number	Description
1.1	Barrier and Bus Loading - Friday Ingress
1.2	Barrier and Bus Loading - Friday Egress
2.1	Barrier and Bus Loading - Ingress (Saturday, Sunday, Monday)
2.2	Barrier and Bus Loading - Egress (Saturday, Sunday, Monday)

Traffic Management Plan

Stardust Festivals 2023
Great Lines Heritage Park
26th, 27th, 28th, 29th May 2023

Document Reference: SDFTLM2023

Document Version: 1.4

Document Status: **DRAFT**

Date of Issue: 02/02/2023

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1.1	19/01/2023	DRAFT	[REDACTED]	For client review and stakeholder consultation
1.2	22/01/2023	DRAFT	[REDACTED]	For client review and stakeholder consultation
1.3	01/02/2023	DRAFT	[REDACTED]	For client review and stakeholder consultation
1.4	02/02/2023	DRAFT	[REDACTED]	For consultation

Document Scope

This document provides details of the traffic management arrangements proposed to be implemented in order to facilitate events organised by Stardust Festivals at Great Lines Heritage Park on the 26th, 27th, 28th and 29th May 2023. This document has been informed by the Travel Survey and Impact Assessment (document reference: SDTIA23) and should be read in conjunction with the Event Safety Management Plan (ESMP) and associated appendices, including the most up to date Transport Use Forecast and Management Plan, which includes further details as to the expected transport impacts associated with the different events planned to take place.

Notes

This document is in draft form for consultation purposes. All items included within this document are subject to change following consultation with Medway Council. All traffic management detailed in this plan will be delivered in accordance with the Code of Practice for Safety at Street Works and Road Works and following approval from the relevant highway authority.

Disclaimer

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1. STAKEHOLDERS

TABLE 1 : STAKEHOLDERS		
Agency	Role	Representative
The Last Mile	Traffic and Transport Management Consultant and Principal Contractor	[REDACTED]
Keltic Traffic Management	Traffic Management Contractor	[REDACTED]
Right Guard	CSAS Contractor	[REDACTED]
Medway Signage Shop	Signage Contractor - Advance Warning Signage	[REDACTED]
Stardust Festivals	Event Organiser	[REDACTED]
Slammin Events	Event Producer	[REDACTED]
Ensign Bus Company	Coach Operator	[REDACTED]
Medway Council	Highway Authority	[REDACTED]
Medway Council	Highways Maintenance	[REDACTED]
Medway Council	Events	[REDACTED]
Medway Council	Parking Services	[REDACTED]
Medway Council	Sports and Heritage	[REDACTED]
Medway Council	Tourism	[REDACTED]
Medway Council	Public Transport - Buses	[REDACTED]
National Highways	National Highways	[REDACTED]
Ministry of Defence (MOD)	Land Owner	[REDACTED]
Rail Operator	Southeastern	[REDACTED]
Transport for London (TfL)	Surface Events Team Transport for London Road Network	[REDACTED]
Transport for London (TfL)	London Underground	[REDACTED]
Transport for London (TfL)	Buses	[REDACTED]
Kent Police	Emergency Service	[REDACTED]
Medway Maritime Hospital and South East Coast Ambulance Service	Hospital and Ambulance Service	To be added
Kent Fire and Rescue Service	Emergency Service	To be added

2. EVENT OVERVIEW

TABLE 2 : EVENT OVERVIEW				
Item	Information			
Venue	Great Lines Heritage Park Brompton Road Gillingham ME7 5HB			
				
Event Date	Friday 26th May	Saturday 27th May	Sunday 28th May	Monday 29th May (Bank Holiday)
Event Type	Opera and Classical Music Event	Music and Arts Festival	80's & 90's Music Festival	Family Festival
Event Name	TBC	Dream Valley	TBC	TBC
Maximum Attendance	5,000	25,000	15,000	15,000
Event Timings	17.00 - 21.45	11.00 - 22.00	14.00 - 21.30	10.30 - 18.00



3. ADVANCE WARNING

Advance Warning Signage (AWS)

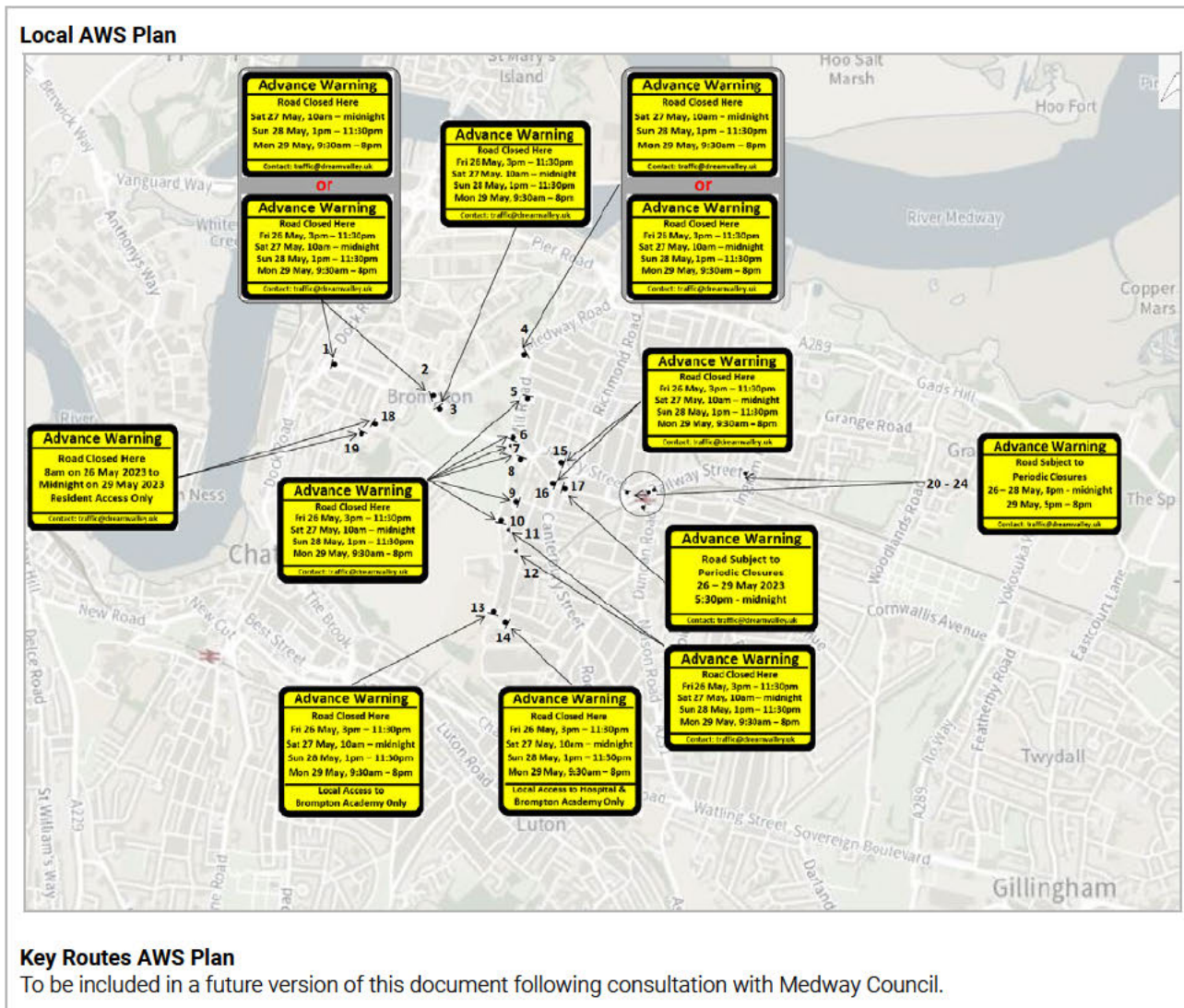
Advance warning signage will be installed 14 days prior to the first day of the event on key routes surrounding the venue in order to inform road users of the event and possible delays. Advance warning signage will also be installed at all road closure points. Details of the proposed signage locations and wording is included as appendix 1.1 and 1.2.

TABLE 3 : ADVANCED WARNING SIGNAGE

This table should be viewed in conjunction with Appendix 1.1 and 1.2

Sign Example	Description
	<p>Advisory sign to be deployed across a wider road network to advise road users of the event dates and possible delays.</p>
	<p>Advance warning signs to be placed at road closure points. Timings and information subject to change depending upon the sign location, please refer to appendix 1.1</p>

*** Road closure timings are included for illustrative purposes only and are subject to change following consultation with Medway Council Highways Department*



Advance Warning Communications

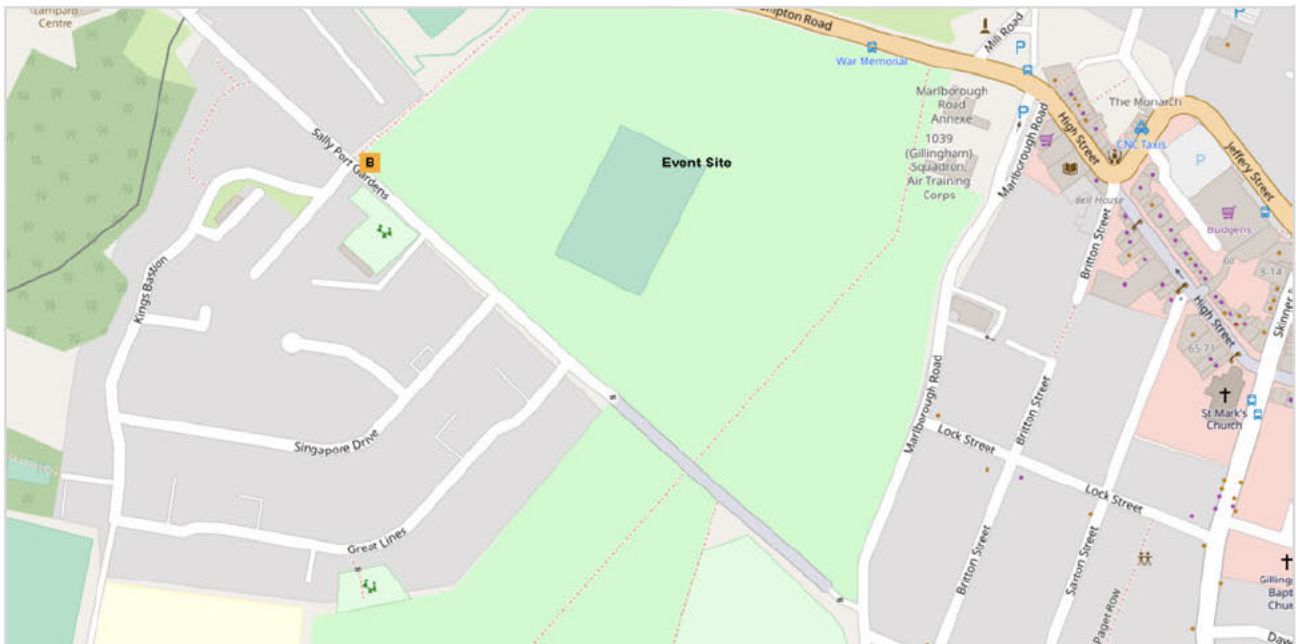
In addition to the advance warning signage that will be installed on the highway network to inform road users of the event, traffic management measures, and possible delays, a communications plan will be implemented by the event organiser that may include, but is not limited to:

- A local resident letter drop, which will provide details of the event and planned road closures
- A dedicated local residents webpage, which will provide details of the event and planned road closures
- Information on the event social media platforms
- Posters in local amenities
- Advertising in the local newspaper

4. BUILD AND BREAK PHASE - TRAFFIC MANAGEMENT

Event Construction and Deconstruction

Subject to approval from the Ministry of Defence (MOD) and Medway Council, vehicles associated with the construction and deconstruction of the site will access and egress via Sally Port Gardens.



Details of the temporary traffic management measures to be initiated during the construction and deconstruction phase of the events will be included in a future version of this document following approval and consultation with the MOD and Medway Council Highways department.

Chapter 8 compliant directional road signs will be installed to influence the routing of construction traffic to and from the venue.

Traffic marshals will be used to manage the access and exit of all event related vehicles.

A coordinated construction management plan will be implemented by the event production company in order to stagger the arrival and departure times for construction traffic servicing the venue.

The construction phase will commence 7 days before the first event day.

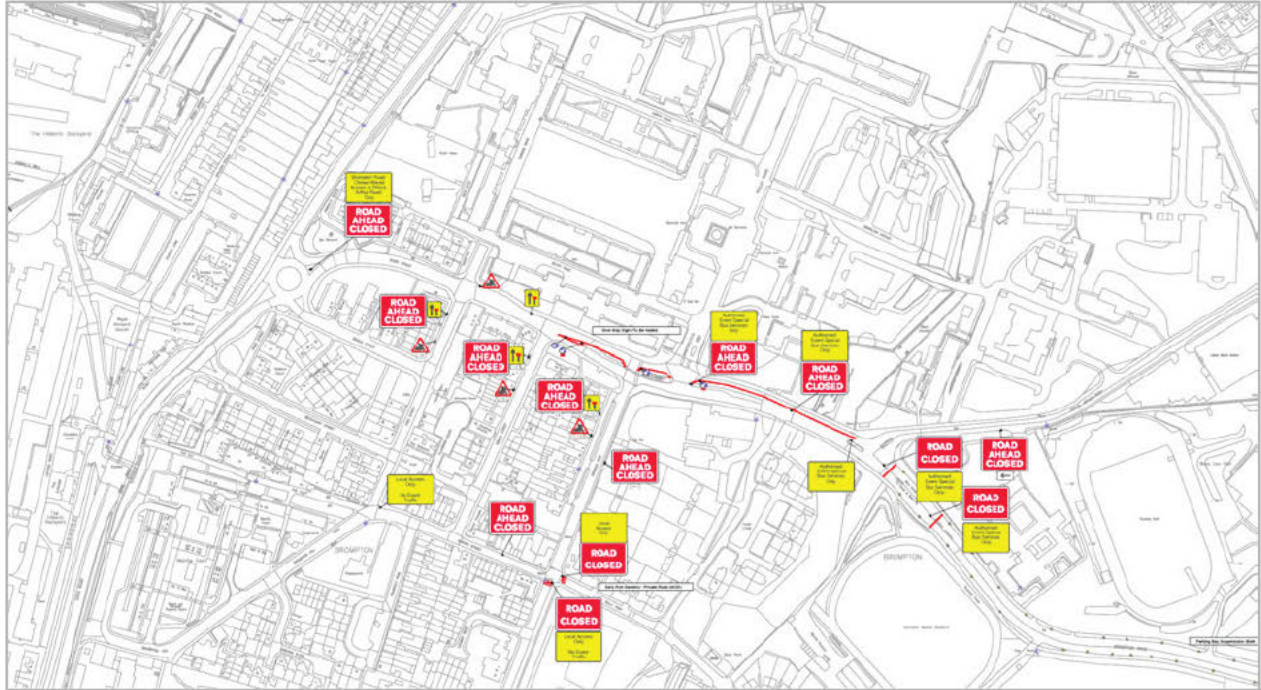
The deconstruction phase will commence immediately after the last day of the event, and will take 5 days.

5. LIVE EVENT PHASE - TRAFFIC MANAGEMENT - FRIDAY 26 MAY

TABLE 4 : LIVE EVENT PHASE - TRAFFIC MANAGEMENT - FRIDAY 26 MAY

This table provides an overview of measures to be implemented during the event on Friday the 26th May at Great Lines Heritage Park and should be viewed in conjunction with the traffic management drawings attached to this document as appendices. The provisions in this table will be implemented for the duration of the event on Friday 26th May, with installation 1 hour prior the event's advertised opening time, and removal no later than 2 hours after the event's planned finish time. All road closure points will be staffed at all times that they are in place in order to facilitate the access requirements detailed within this document.

Insert 1



Details

A road closure of Brompton Road, from the junction with Prince Arthur Road to the junction with Skinner Street, in order to facilitate special bus service drop-offs and collections and create a sterile area for pedestrians accessing and exiting the event site.

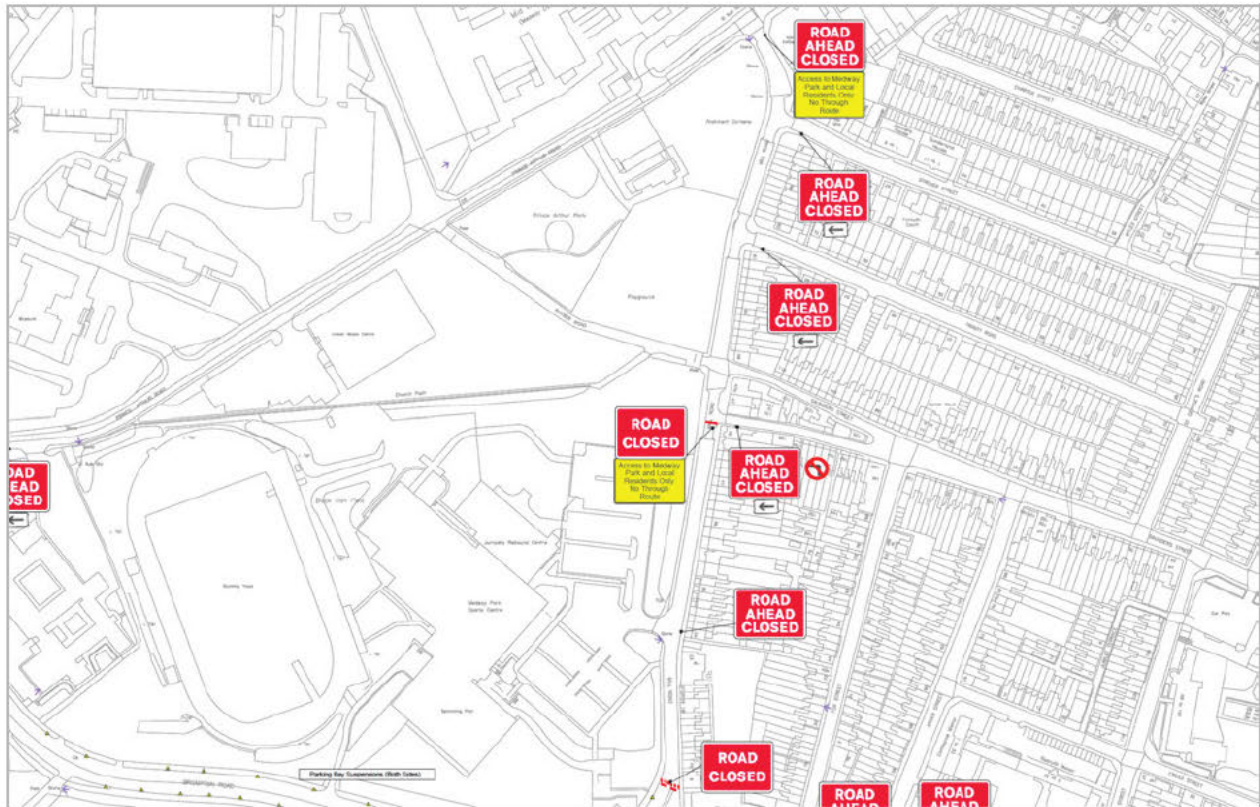
Ingress Phase - During the ingress phase of the event on the Friday only, due to the reduced attendee numbers and Prince Arthur Road remaining open, buses will access the closure area of Brompton Road in order to drop-off passengers. Buses will access via the junction of Brompton Road and Wood Street, dropping off passengers within the closure in the suspended parking bays opposite the park. An air lock system will be used to prevent unauthorised vehicles accessing the closure.

Egress Phase - Buses will collect passengers on Brompton Road, within the closure, west of the event site exit. Crowd control barriers will be used to channel pedestrians to the designated loading point. All buses will access Brompton Road by travelling via Skinner Street and then westbound on Jeffery Street to reach Brompton Road where they will collect passengers and then exit via Wood Street. Buses will be brought in to stack on Brompton Road while the event takes place, so that they are ready for passengers at the end of the event and to reduce the amount of vehicle movement during the peak period of egress.

In addition to the road closures mentioned above, and subject to written approval from the landowner, Sally Port Gardens and Maxwell Road will be closed, with the exception of the following road users:

- Maxwell Road - Resident Access Only
- Sally Port Gardens - Access for residents and event production related vehicles only

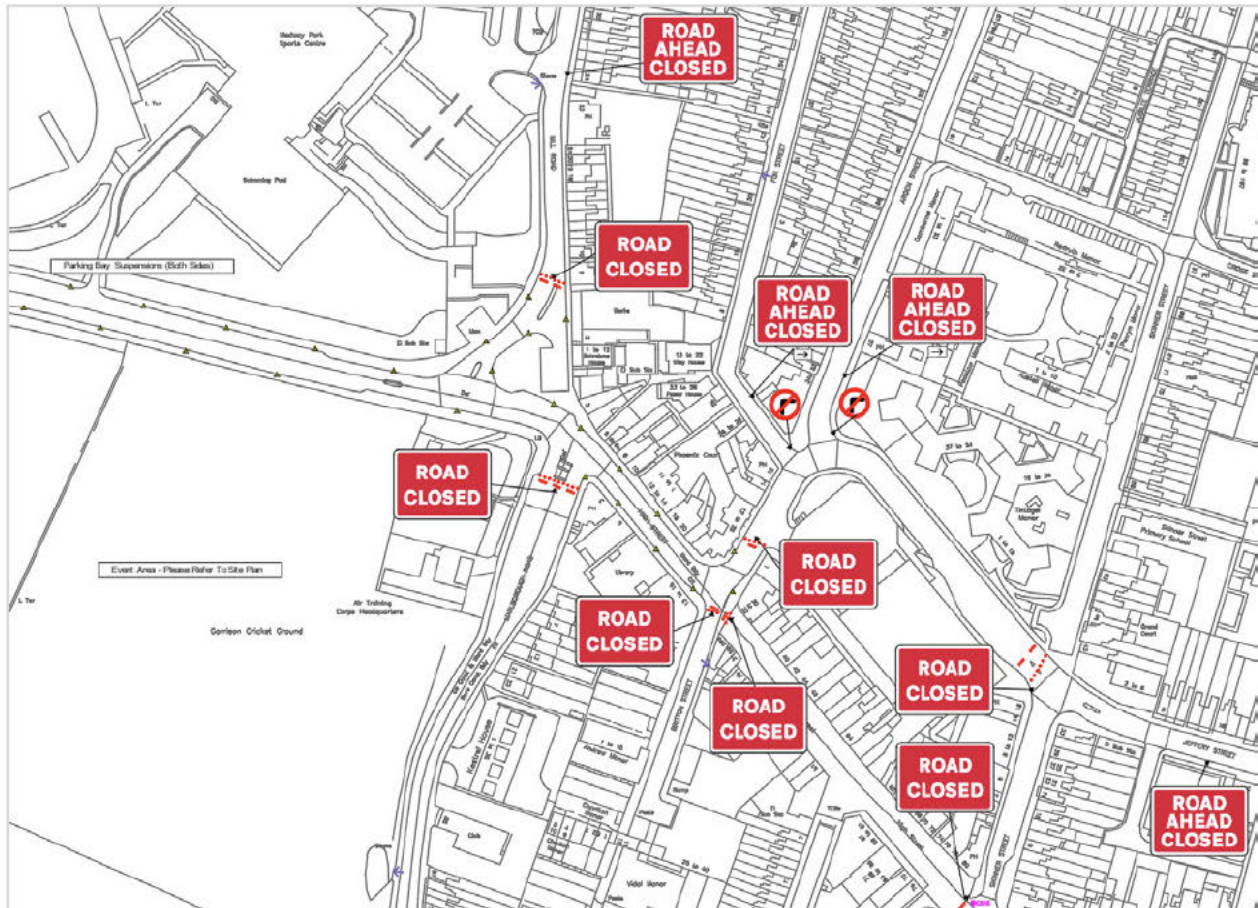
Insert 2



Details

Road ahead closed and local access signage will be installed on Mill Road at the junction with Medway road in order to discourage road users from attempting to access Brompton Road via Mill Road, whilst maintaining access for the leisure centre.

Insert 3



Details

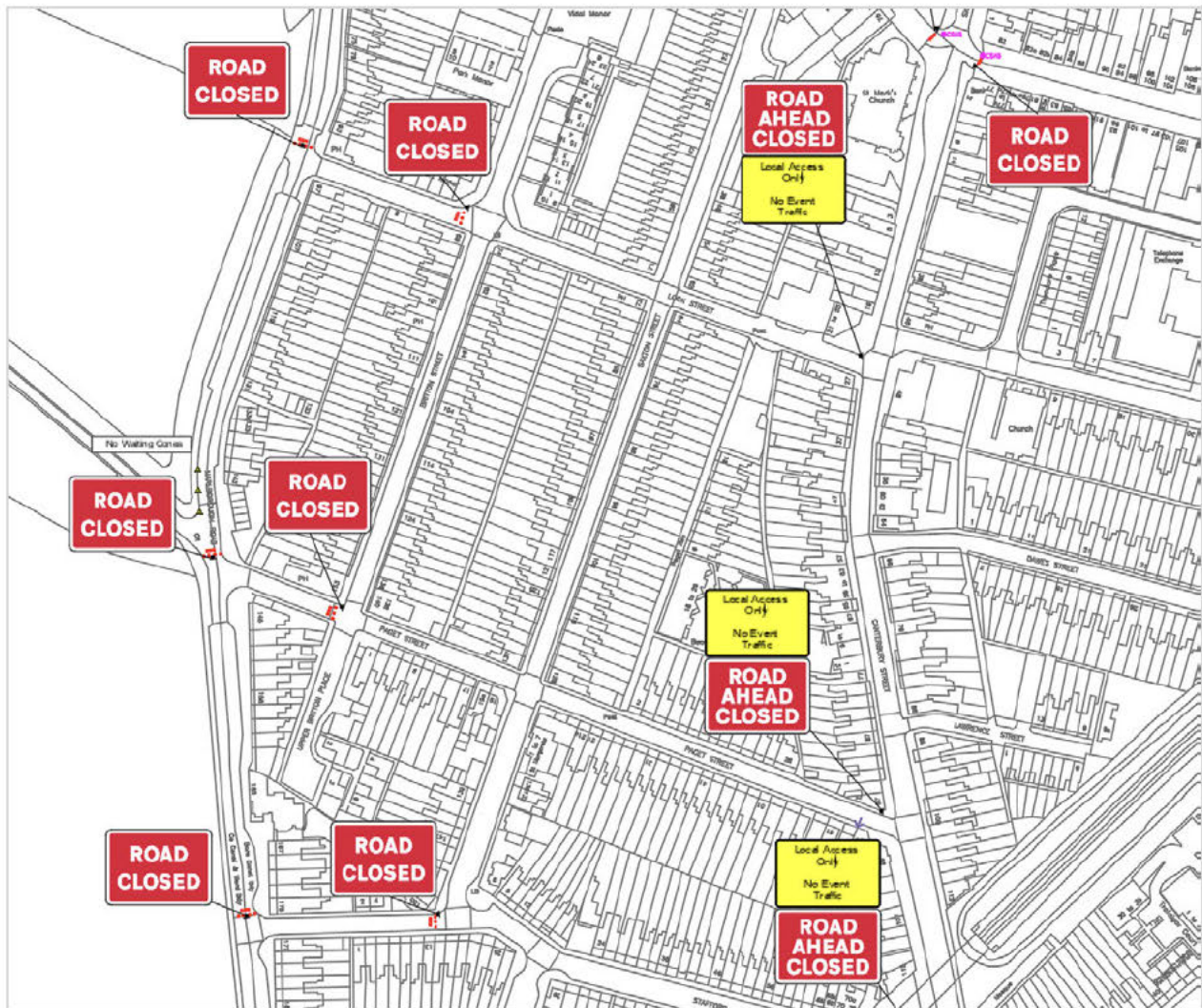
Parking bay suspensions will be requested on Brompton Road in order to facilitate a sterile area for pedestrians accessing and exiting the event site via Brompton Road. No waiting cones and signage will be installed to inform road users of the restrictions.

Brompton Road will be closed (with the exception of special bus services) at the junction of Wood Street, Mill Road, Marlborough Road, Britton Street and Skinner Street. Vehicles exiting Fox Street and Arden Street will be banned from turning right, enabling them to egress via the High Street at the junction with Skinner Street. Vehicular access for the residents of Britton Street will be facilitated from the junction with Skinner Street by traffic marshalls that will escort vehicles through the road closure point situated 30m to the north of the junction of the High Street and Britton Street.

The High Street will be subject to periodic closures at peak times of pedestrian movement, with traffic staff deployed at the junctions with Skinner Street and King Street.

Police accredited traffic staff (CSAS) will be deployed at the junction of the High Street and Skinner Street in order to assist with the safe crossing of pedestrians.

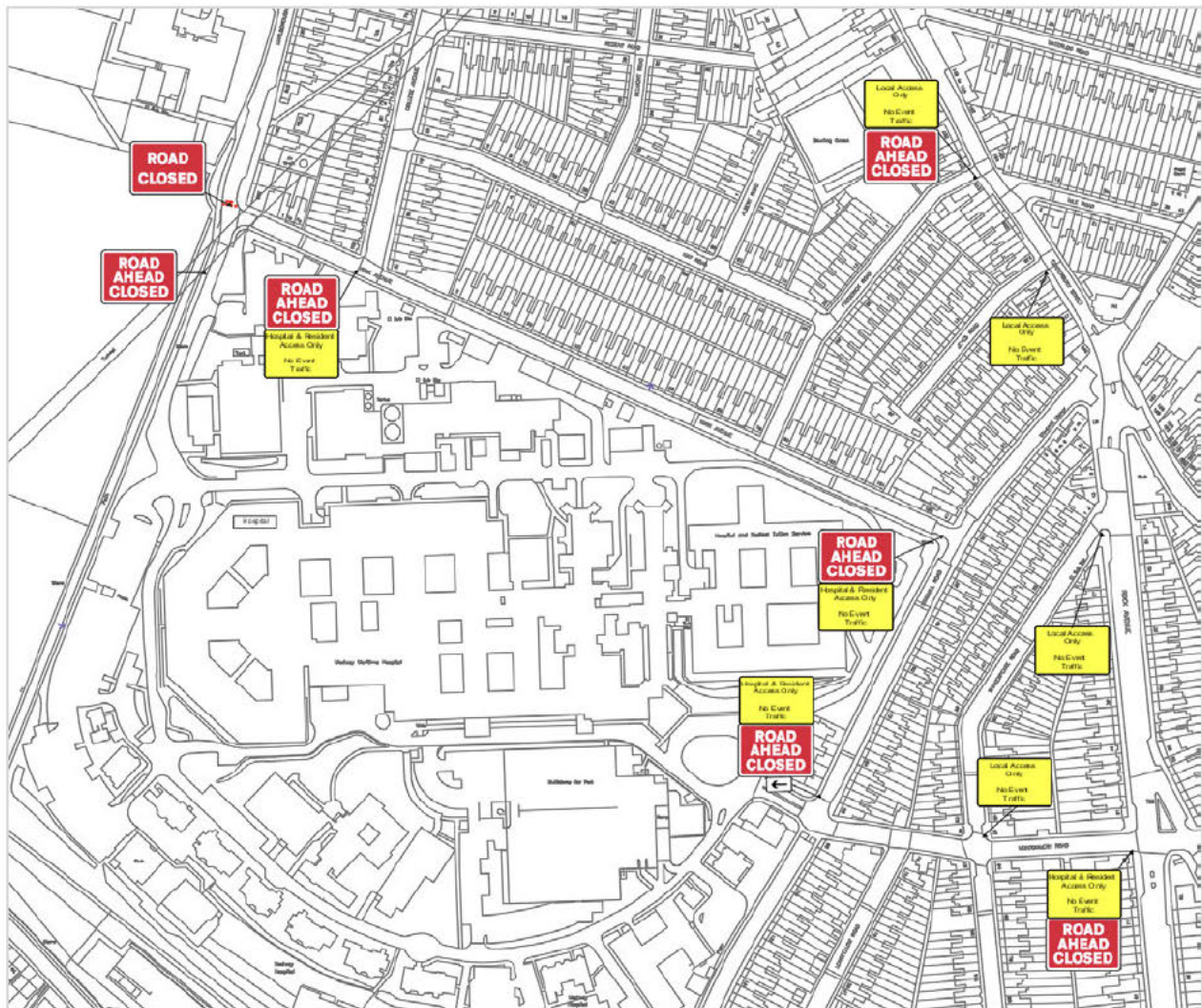
Insert 6



Details

Marlborough road will be closed to event traffic, with access maintained for residents, the Brompton Academy and Medway Maritime Hospital. Local access only signage will be deployed at the junctions with Canterbury Street in order to deter road users from attempting to access Marlborough Road.

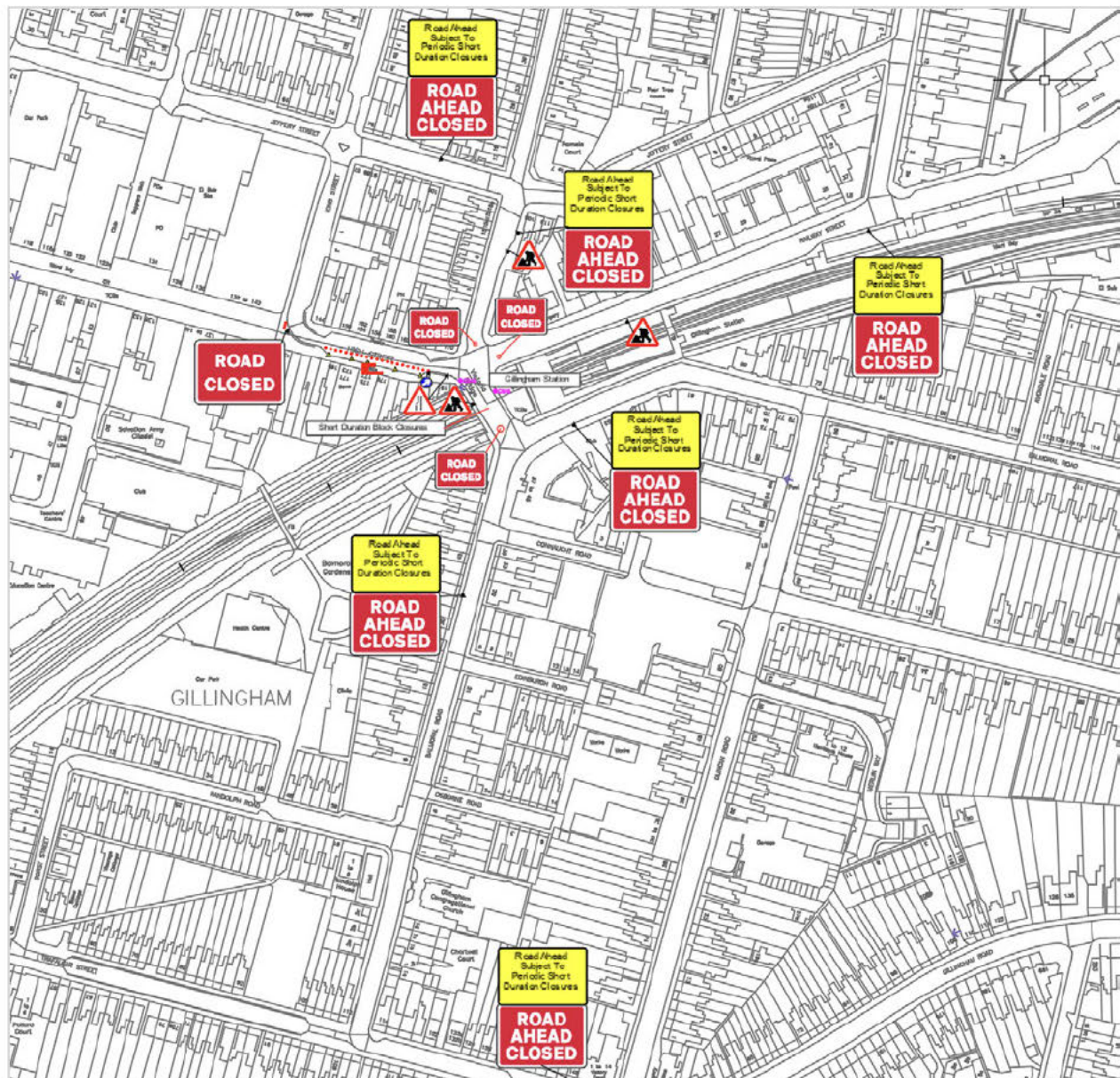
Insert 7



Details

Marlborough road will be closed to event traffic, with access maintained for residents, the Brompton Academy and Medway Maritime Hospital. Local access only signage will be deployed at the junctions with Canterbury Street and Rock Avenue in order to deter road users from attempting to access Marlborough Road. A clear route to the hospital will be maintained via York Avenue with no checkpoints in place to restrict vehicular access to the hospital.

Insert 8



Details

The High Street will be subject to periodic closures at peak times of pedestrian movement, with traffic staff deployed at the junctions with Skinner Street and King Street.

A loading bay suspension will be requested on King Street in order to allow for the installation of crowd control barriers to facilitate more space for pedestrians accessing Gillingham Rail Station.

Police accredited traffic staff will be deployed to initiate short duration periodic closures of Victoria Street / Balmoral Road, at the junctions with Railway Street and King Street, in order to facilitate the safe movement of pedestrians crossing to and from Gillingham Rail Station. Advance warning signage will be deployed to warn road users that periodic road closures may be applied.

Diversion Routes

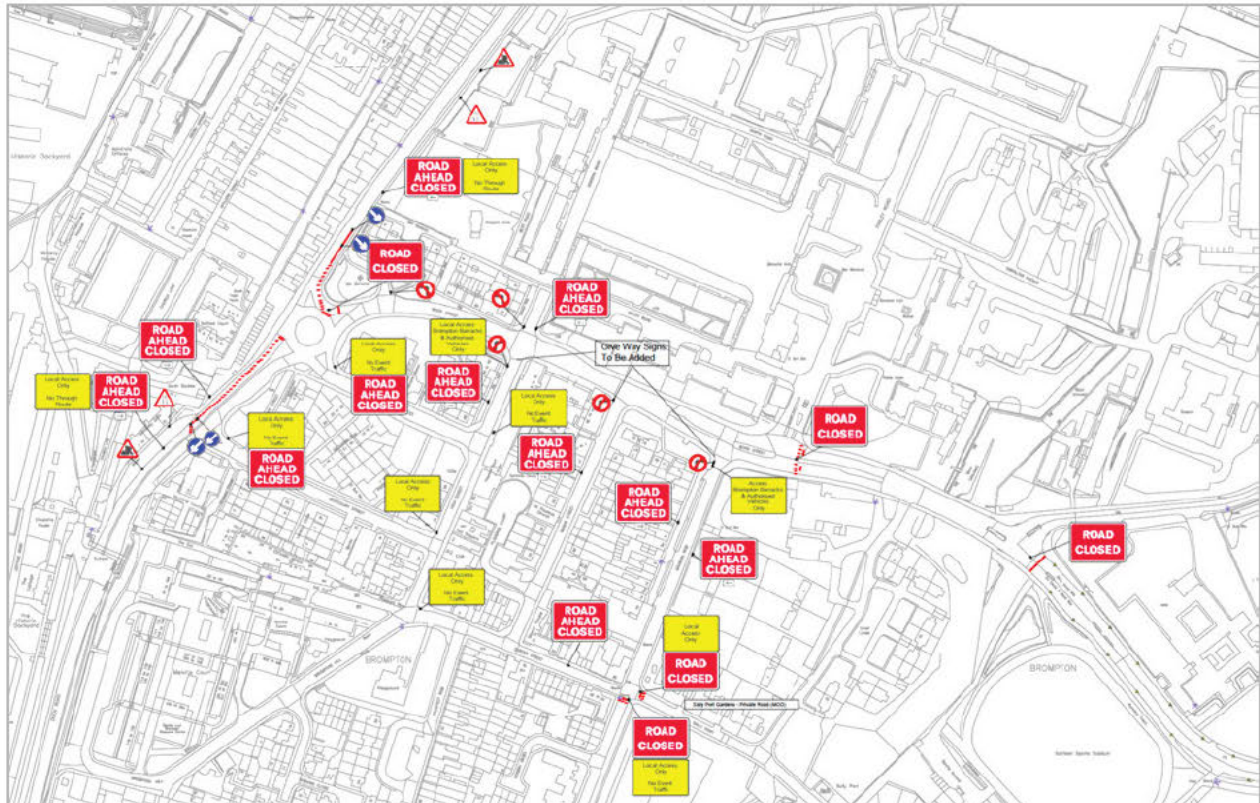
Please refer to appendix 5

6. LIVE EVENT PHASE - TRAFFIC MANAGEMENT - 27, 28, 29 MAY

TABLE 5 : LIVE EVENT PHASE - TRAFFIC MANAGEMENT - 27, 28, 29 MAY

This table provides an overview of measures to be implemented during the events at Great Lines Heritage Park and should be viewed in conjunction with the traffic management drawings attached to this document as appendices. The provisions in this table will be implemented for the duration of each event day on Saturday, Sunday or Monday, with installation no later than 1 hour prior to each event's advertised opening time, and removal no later than 2 hours after each event's planned finish time. All road closure points will be staffed at all times that they are in place in order to facilitate the access requirements detailed within this document.

Insert 1



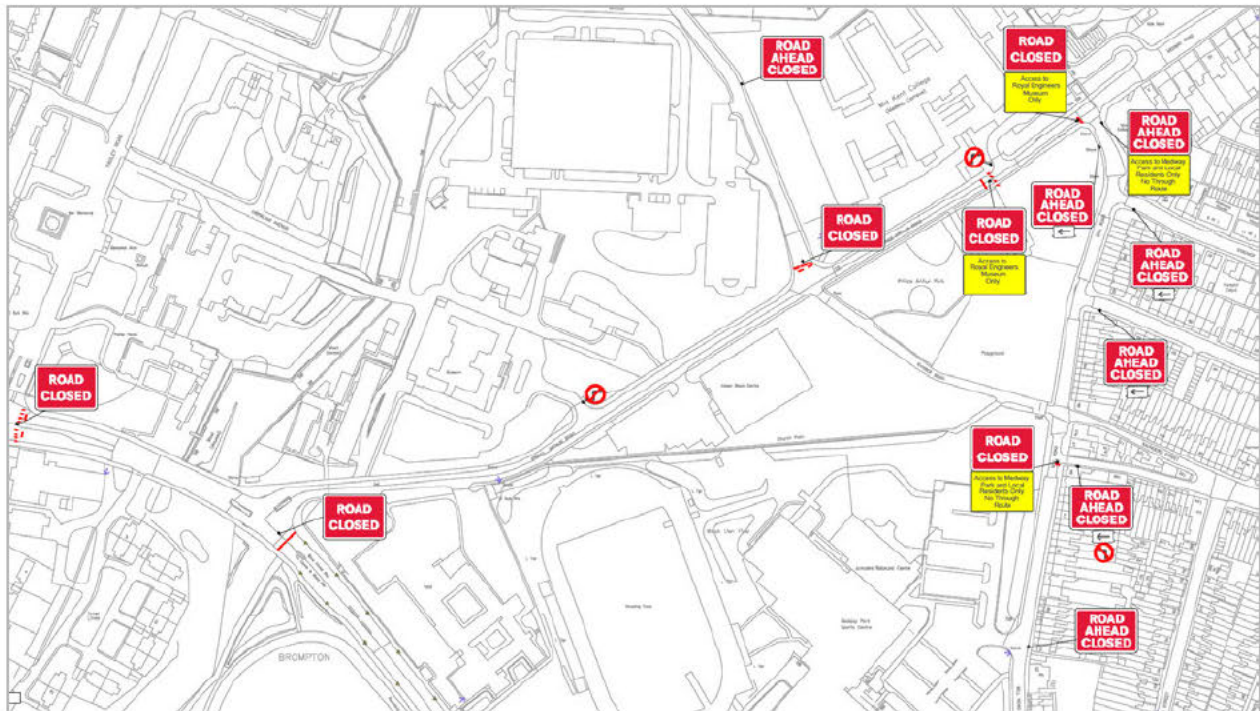
Details

A road closure of Wood Street at the junction with Dock Road. Local access will be maintained via Middle Street and the High Street to enable vehicular access to Wood Street, to the junction with Pasley Road only. Local access only signage will be installed to discourage road users from attempting to utilise local routes. Road closures are required in order to facilitate a road closure of Brompton Road for the protection of public safety, and a road closure of Prince Arthur Road and a section of Wood Street in order to facilitate an area for special bus services to load and unload.

In addition to the road closures mentioned above, and subject to written approval from the landowner, Sally Port Gardens and Maxwell Road will be closed, with the exception of the following road users:

- Maxwell Road - Resident Access Only
- Sally Port Gardens - Access for residents and event production related vehicles only

Insert 2

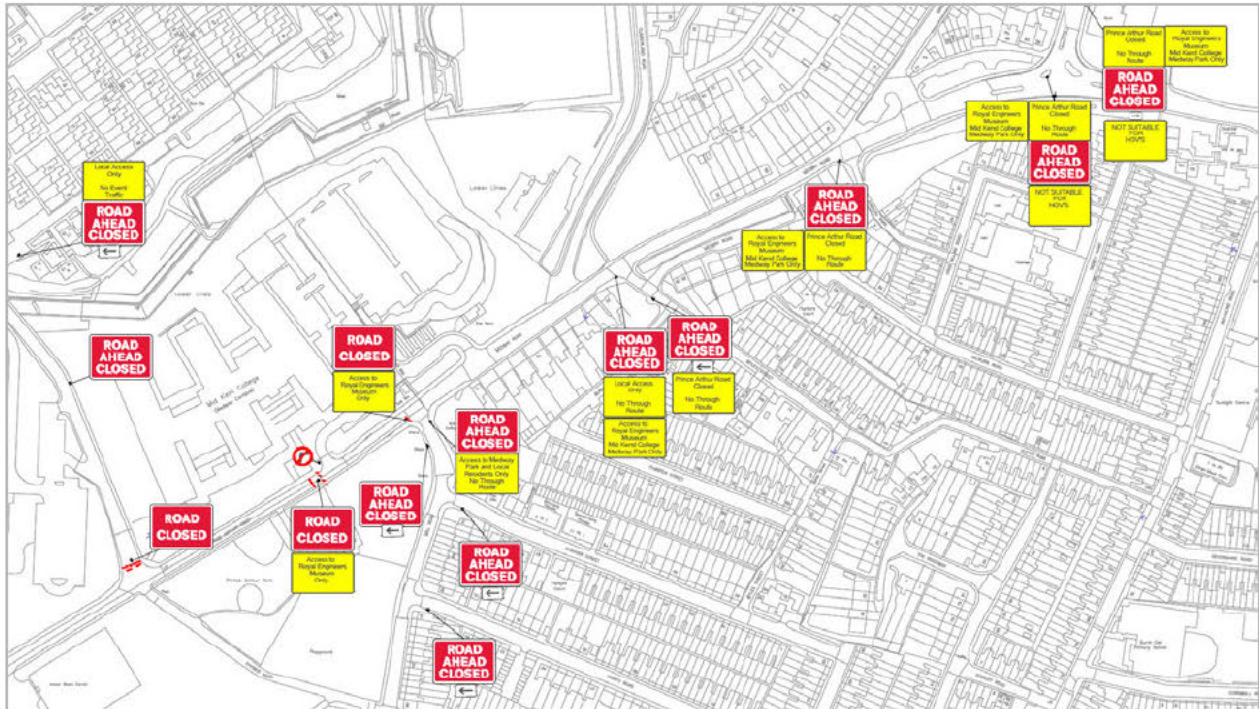


Details

A road closure of Prince Arthur Road, from the junction with Mill Road, in order to facilitate an area for special bus services associated with the event to load and unload, whilst maintaining access for the leisure centre.

Brompton Road will be closed, from the junction with Prince Arthur Road to the junction with Skinner Street, in order to create a sterile area for pedestrians accessing and exiting the event site.

Insert 3



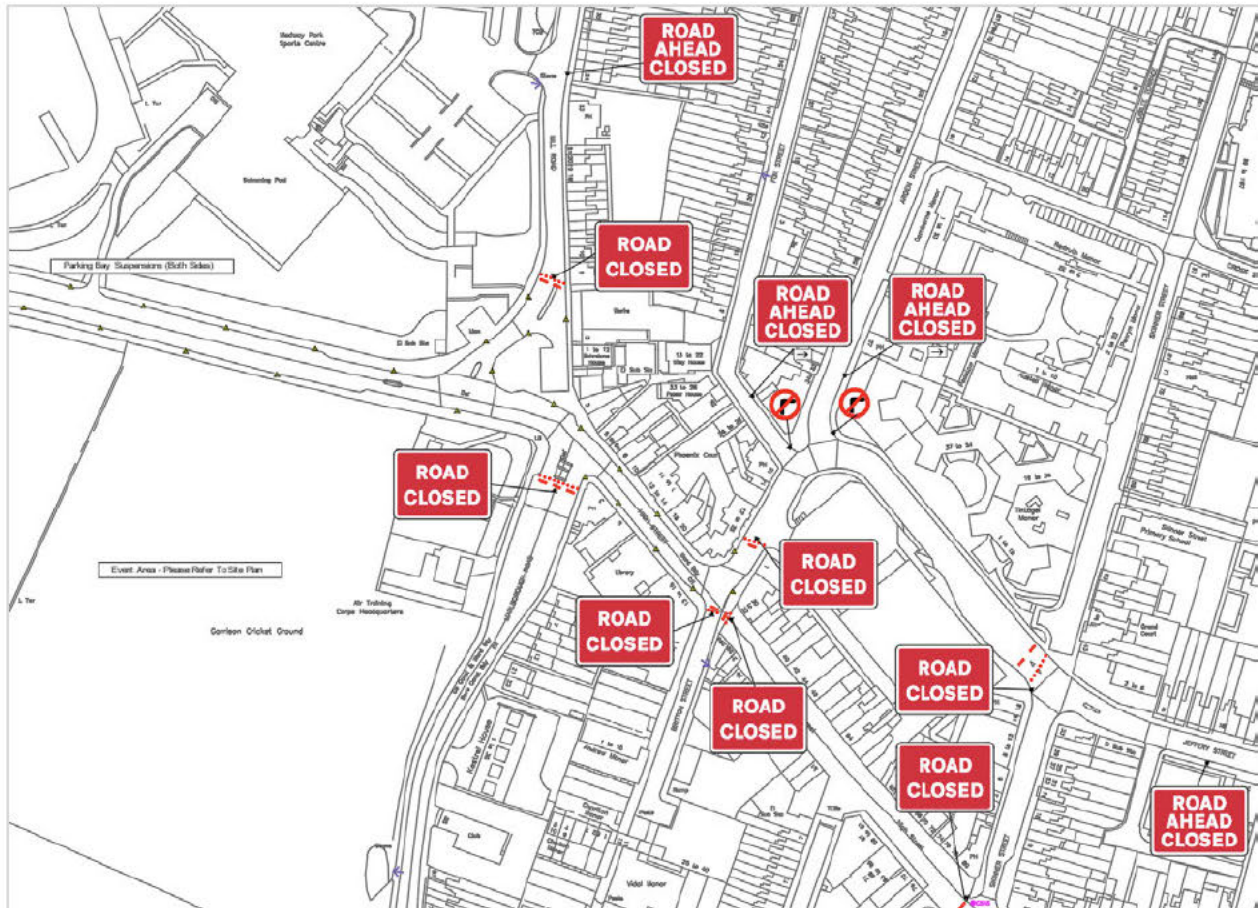
Details

Road ahead closed and local access only signage will be installed on all approaches to the road closure point on Prince Arthur Road. Additionally, road ahead closed and local access signage will be installed on Mill Road at the junction with Medway road in order to discourage road users from attempting to access Brompton Road via Mill Road.

Access for special event buses will be facilitated through the road closure point on Prince Arthur Road, to allow a safe area for buses to wait, load and unload on Prince Arthur Road between the junction with Mill Road and Brompton Road.

Road ahead closed and local access only signage will be installed on all approaches to the road closure point on Prince Arthur Road in order to discourage road users from attempting to access Wood Street and Brompton Road via Prince Arthur Road. Not Suitable for HGV signage will be deployed on Medway Road in order to prevent HGV's attempting to access Prince Arthur Road. Map providers will be notified of the road closures in order to influence routing on satellite navigation systems.

Insert 4



Details

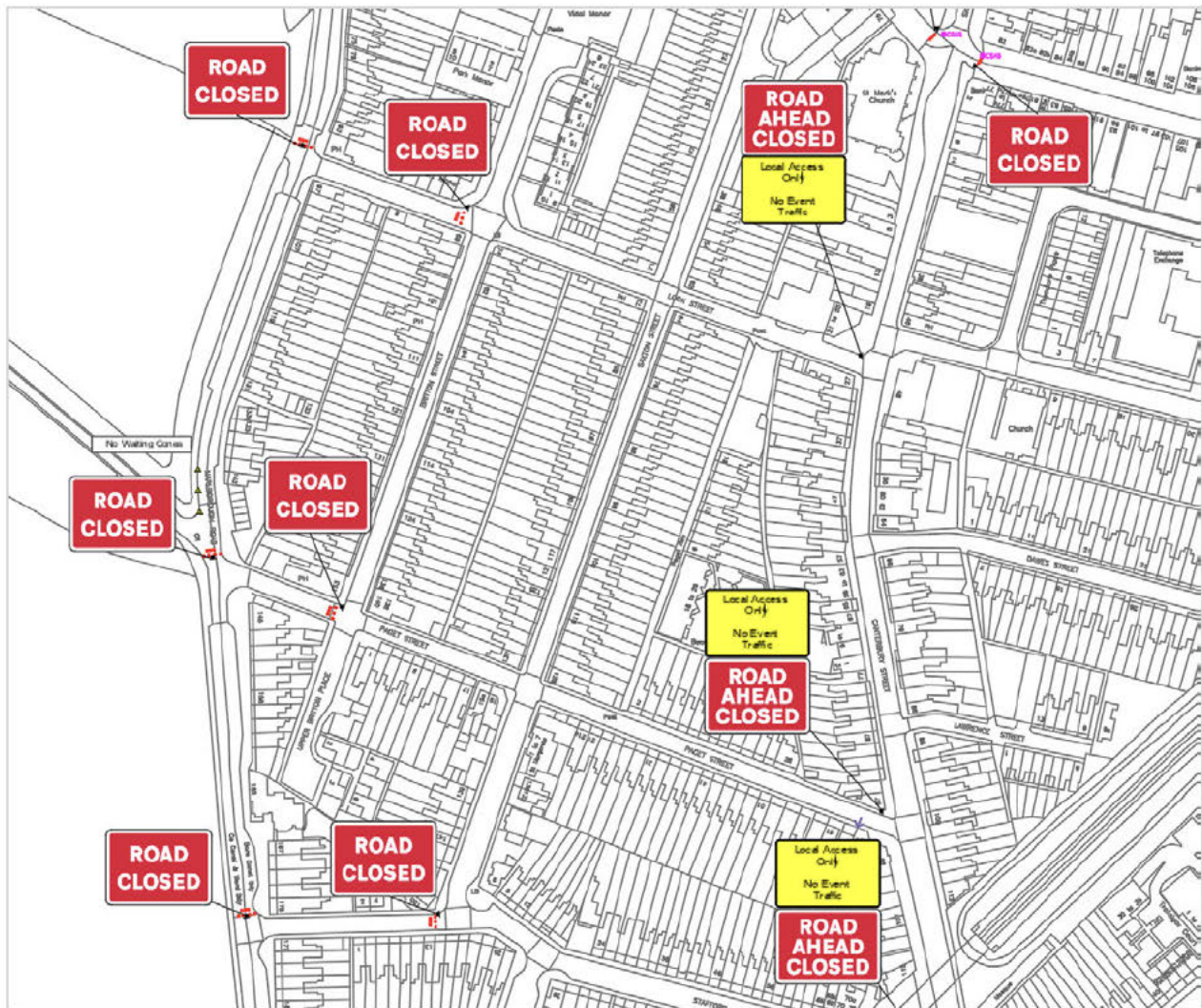
Parking bay suspensions will be requested on Brompton Road in order to facilitate a sterile area for pedestrians accessing and exiting the event site via Brompton Road. No waiting cones and signage will be installed to inform road users of the restrictions.

Brompton Road will be closed at the junction of Wood Street, Mill Road, Marlborough Road, Britton Street and Skinner Street. Vehicles exiting Fox Street and Arden Street will be banned from turning right, enabling them to egress via the High Street at the junction with Skinner Street. Vehicular access for the residents of Britton Street will be facilitated from the junction with Skinner Street by traffic marshalls that will escort vehicles through the road closure point situated 30m to the north of the junction of the High Street and Britton Street.

The High Street will be subject to periodic closures at peak times of pedestrian movement, with traffic staff deployed at the junctions with Skinner Street and King Street.

Police accredited traffic staff (CSAS) will be deployed at the junction of the High Street and Skinner Street in order to assist with the safe crossing of pedestrians.

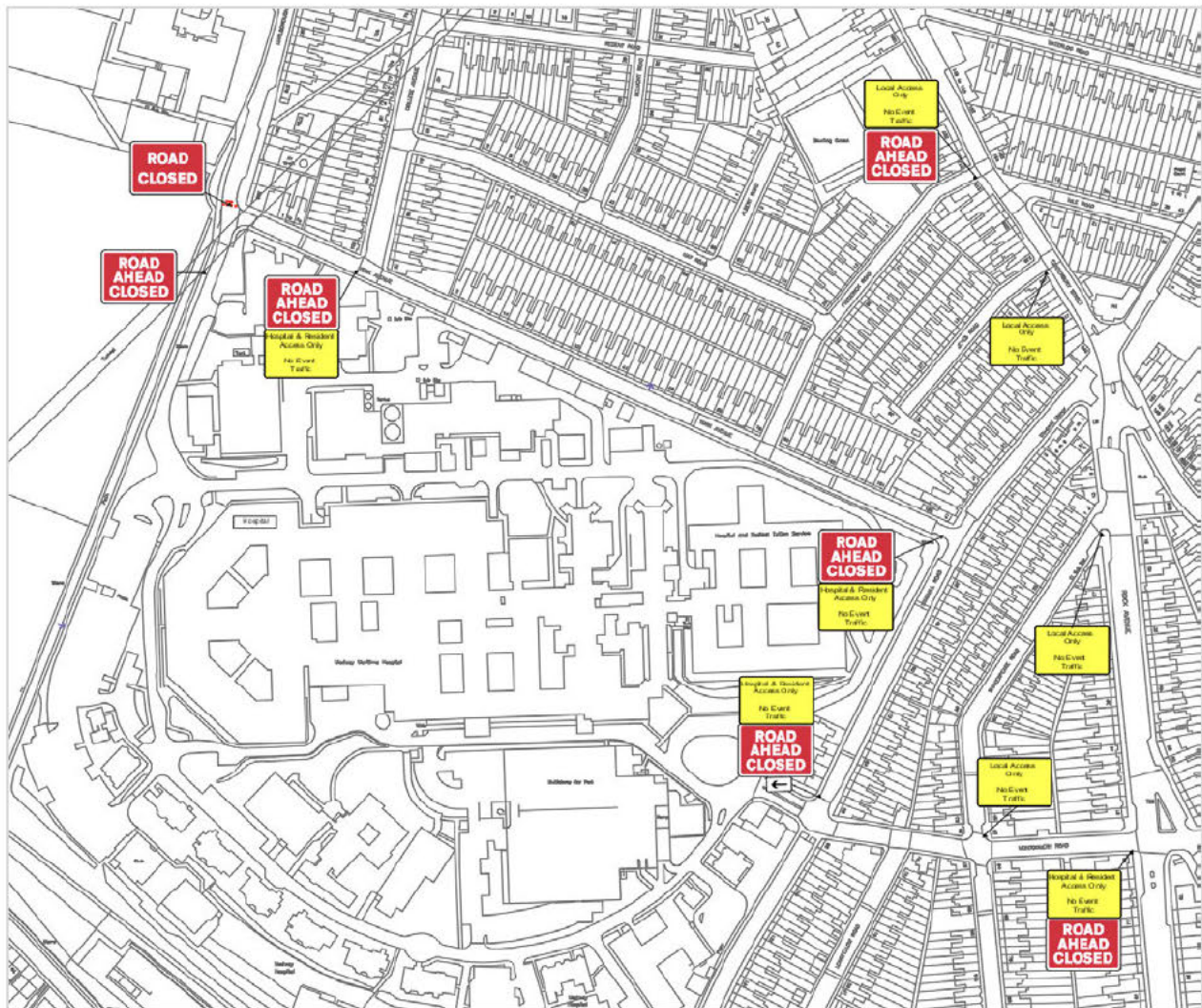
Insert 5



Details

Marlborough road will be closed to event traffic, with access maintained for residents, the Brompton Academy and Medway Maritime Hospital. Local access only signage will be deployed at the junctions with Canterbury Street in order to deter road users from attempting to access Marlborough Road.

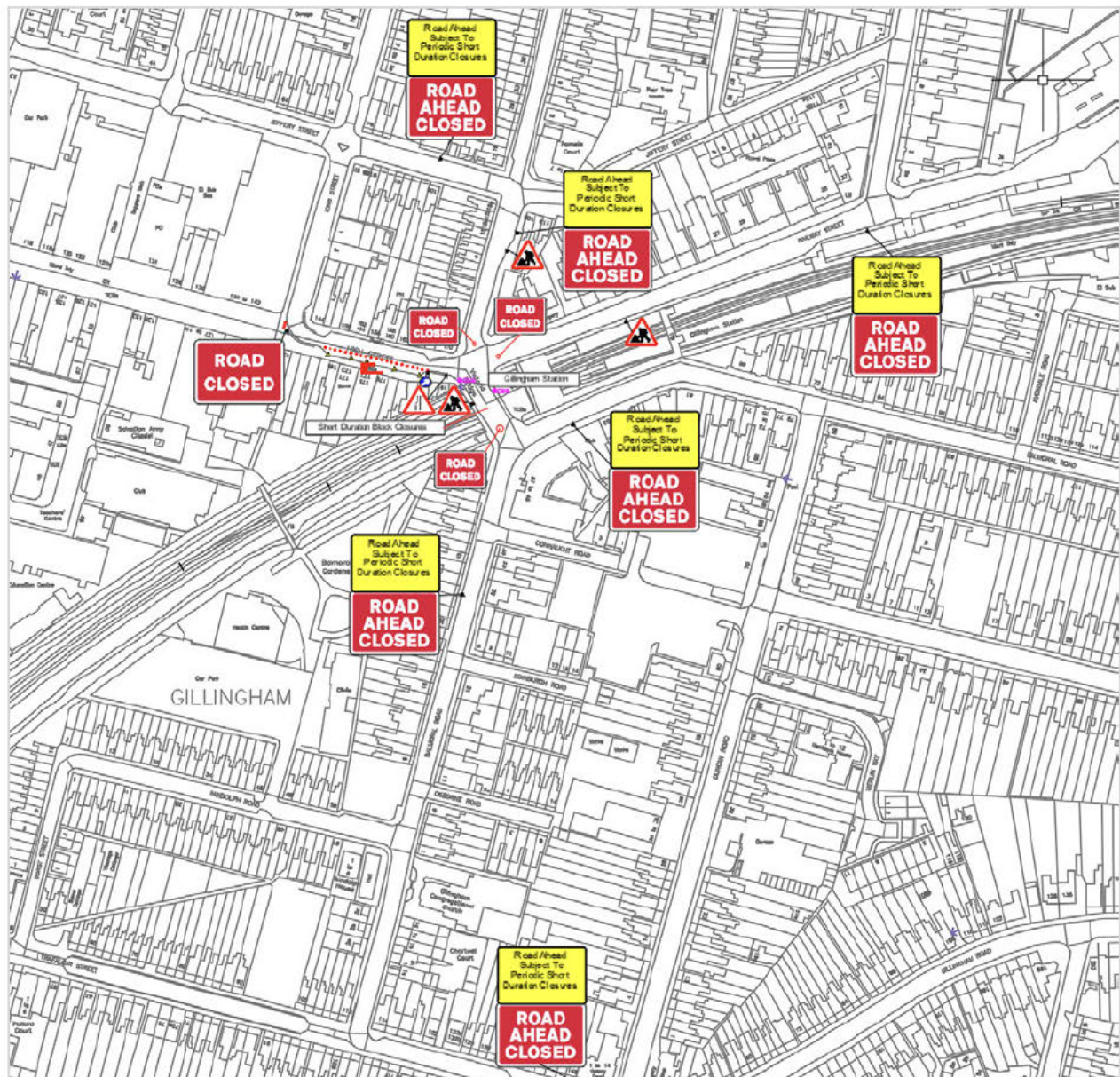
Insert 6



Details

Marlborough road will be closed to event traffic, with access maintained for residents, the Brompton Academy and Medway Maritime Hospital. Local access only signage will be deployed at the junctions with Canterbury Street and Rock Avenue in order to deter road users from attempting to access Marlborough Road. A clear route to the hospital will be maintained via York Avenue with no checkpoints in place to restrict vehicular access to the hospital.

Insert 7



Details

The High Street will be subject to periodic closures at peak times of pedestrian movement, with traffic staff deployed at the junctions with Skinner Street and King Street.

A loading bay suspension will be requested on King Street in order to allow for the installation of crowd control barriers to facilitate more space for pedestrians accessing Gillingham Rail Station.

Police accredited traffic staff will be deployed to initiate short duration periodic closures of Victoria Street / Balmoral Road, at the junctions with Railway Street and King Street, in order to facilitate the safe movement of pedestrians crossing to and from Gillingham Rail Station. Advance warning signage will be deployed to warn road users that periodic road closures may be applied.

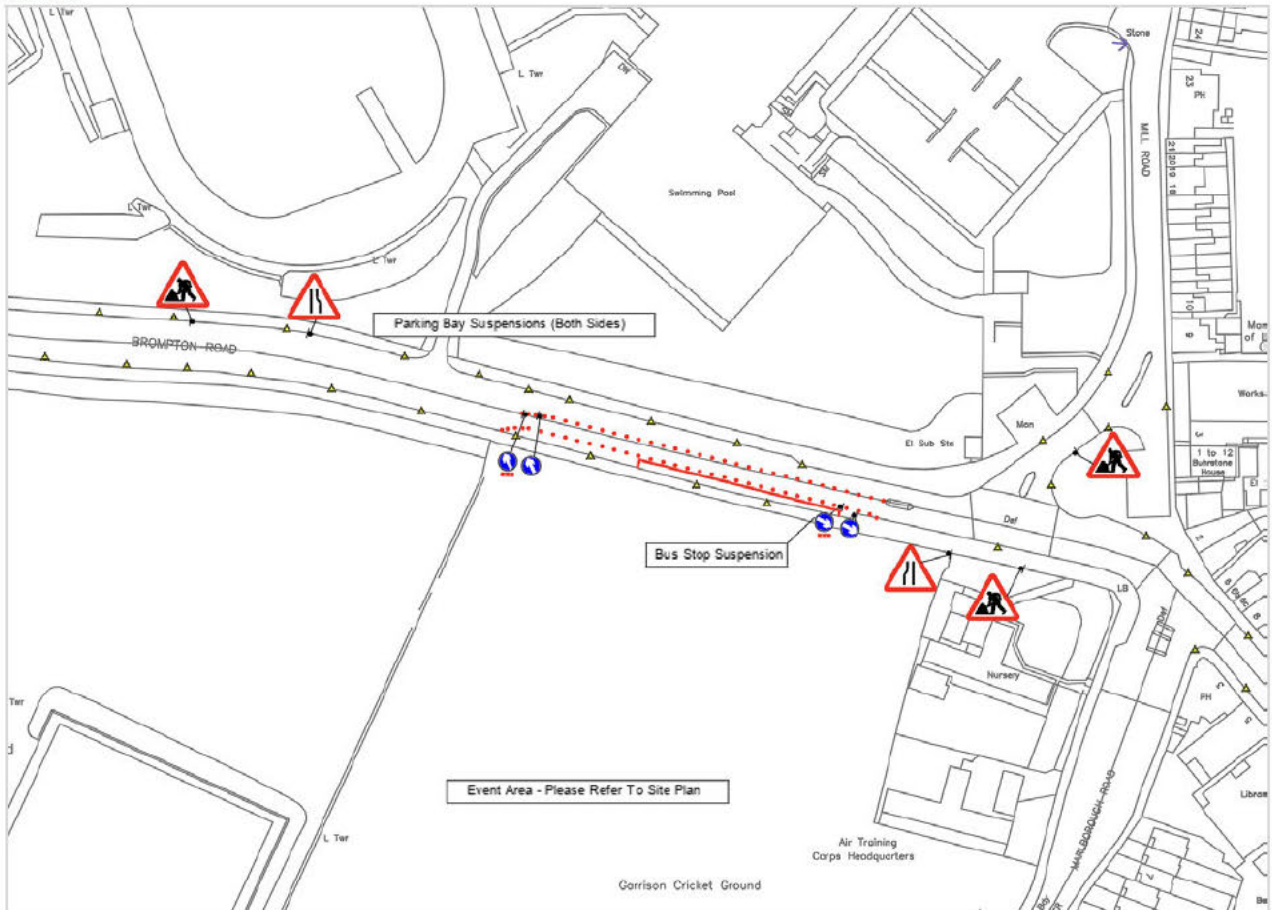
Diversion Routes

Please refer to appendix 5

TABLE 6 : BROMPTON ROAD FOOTWAY WIDENING

This table provides an overview of measures that may be implemented on Brompton Road between event days, when the road is open, in order to ensure a sufficient footway is available around the temporary staircases that are proposed to be constructed. The measures detailed within this table will only be implemented in the event that a compliant footway width cannot be maintained on the existing footway.

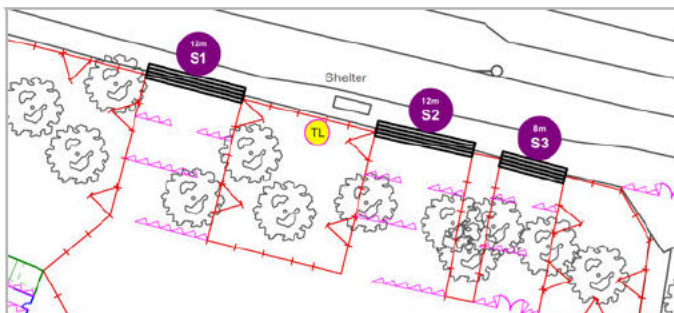
Insert 1



Details

A temporary walkway will be facilitated in the westbound carriageway of Brompton Road if the staircases restrict the available footway width to less than 1m. Ramps and Chapter 8 barriers will be used to construct a temporary walkway that will be installed during times that the road is open, between event days.

Insert 2



Details

Temporary staircases will be constructed to facilitate pedestrian access and egress to the park via Brompton Road at the locations shown in the image above.

7. ACCESS PLANS

Residents

All properties impacted by the planned traffic management will receive a resident letter informing them of the planned traffic management arrangements. Residents will be made aware of the dates and timings that temporary traffic management and parking restrictions will be in place. Residents will also be informed of any documentation required in order to gain access via resident access only road closure points. Access will be maintained for vehicles associated with deliveries and servicing.

Residents will be provided with details of the residents hotline phone number and dedicated email address to report any unsafe or illegal parking.

Other Stakeholders

TABLE 7 : STAKEHOLDER ACCESS PLANS		
Stakeholder/Business	Access Arrangements	Consultation Status
Royal Engineers Museum	Access to be facilitated via road closure of Prince Arthur Road, at the junction with Mill Road only	Consultation taking place via Sian Miller of Stardust Festivals
King Charles Hotel	Access to be facilitated via road closure of Prince Arthur Road, at the junction with Mill Road only. The event organiser has procured a number of rooms for staff accommodation	Consultation taking place via Sian Miller of Stardust Festivals
Medway Sports Centre / Black Lion Swimming Club	Access to the parking area to be restricted to patrons of the sports centre only. Stardust festivals will secure access to the parking area and manage access to centre users only, preventing access for event related parking	Consultation taking place via Sian Miller of Stardust Festivals
Brompton Academy	Access to be facilitated via soft road closure points to the east of Marlborough road	Consultation taking place via Sian Miller of Stardust Festivals
Prince Arthur Road Indoor Bowling Club Ltd	Stardust Festivals have secured agreement to rent the parking area associated with the Bowling Club	Consultation taking place via Sian Miller of Stardust Festivals
Ministry of Defence	Access to be managed via road closures as required	Consultation taking place via Reece Miller of Stardust Festivals
Mid Kent College	Access to be facilitated via road closure of Prince Arthur Road, at the junction with Mill Road only	Consultation taking place via Sian Miller of Stardust Festivals
Medway Maritime Hospital	Access to be facilitated at all times via York Avenue	Consultation taking place via Sian Miller of Stardust Festivals

8. TAXIS AND PRIVATE HIRE PICK-UP AND DROP-OFF

Subject to land use agreement, designated pick-up and drop-off points located at:

- Rainside Car Park (Gillingham Station) - All event days
- Britton Farm Car Park - Saturday, Sunday and Monday only

For the events on Saturday, Sunday and Monday, two locations will be operational in order to disperse pedestrian and vehicle movements across multiple locations to relieve pressure on the highway network and local walking routes.

Marshalls will be used to manage the safe loading and unloading of passengers. App based taxi companies will be informed of the location, and requests will be made to geofence the area in order to establish a temporary 'pin' location.

Details of the operational plans for both drop-off and pick-up locations will be included in a future version of this document.

9. SPECIAL BUS SERVICES

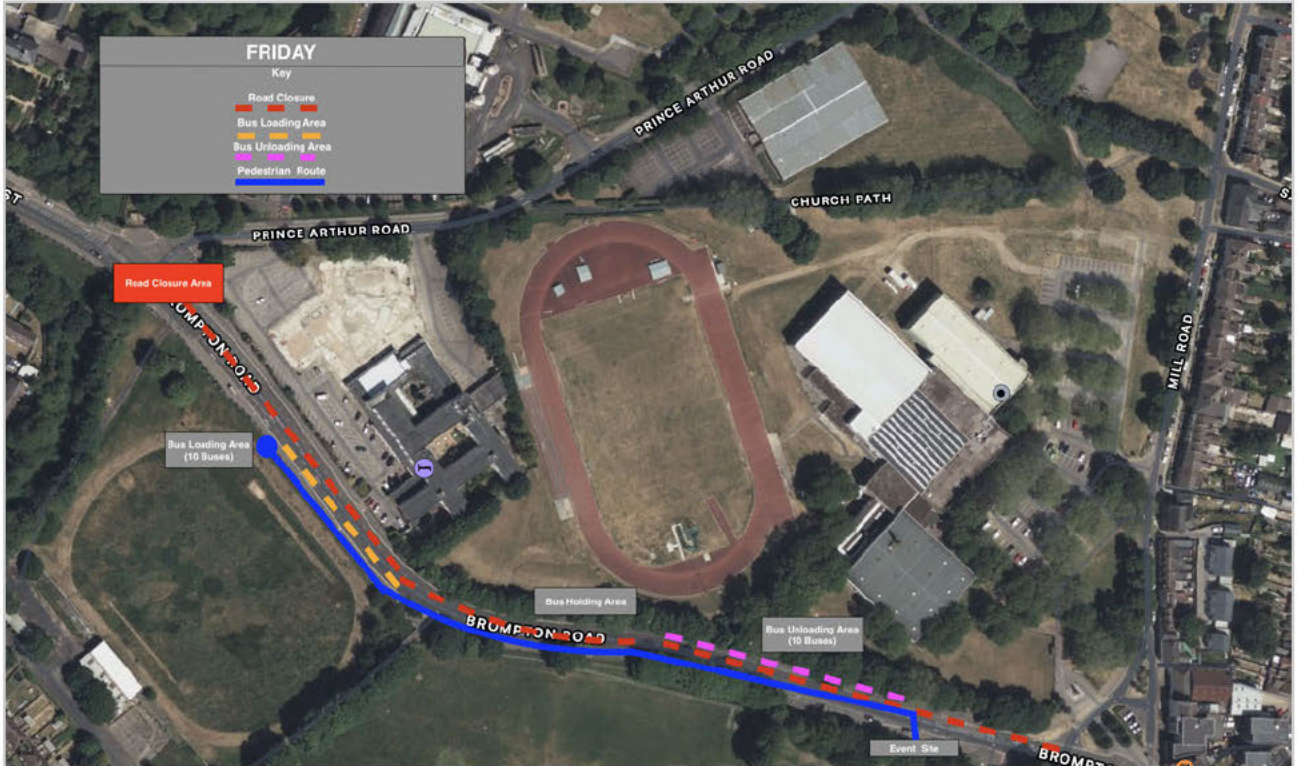
Various special bus services are proposed to be implemented as detailed in the table below. Ensign Bus Company has been appointed as the designated provider for special bus services for the event.

TABLE 8 : SPECIAL BUS SERVICES	
Route	Details
S1 - North Greenwich - Event Site	Special bus service for customers travelling to the venue from destinations to the west, including London. This service will be implemented as a result of planned engineering works impacting services between Gravesend and Gillingham on the 27th, 28th and 29th May only. Details of the arrangements to be implemented in North Greenwich will be included in a future version of this document.
S2 - Gravesend - Event Site	Contingency service to support rail replacement bus operations on the 27th, 28th and 29th May only. This service will be implemented as a result of planned engineering works impacting services between Gravesend and Gillingham
S3 - Park and Ride - Event Site	Special bus service connecting the venue with various park and ride locations as detailed in section 11 of this document. This service will operate on all event days.
S4 - Chatham Bus Station - Event Site	Special bus service connecting the venue with Chatham Bus Station. This service will operate on all event days.
S5 - Regional Bus Services - Event Site	Regional buses will operate for the events on the 27th and 28th May, with destination coaches from nearby towns and cities.

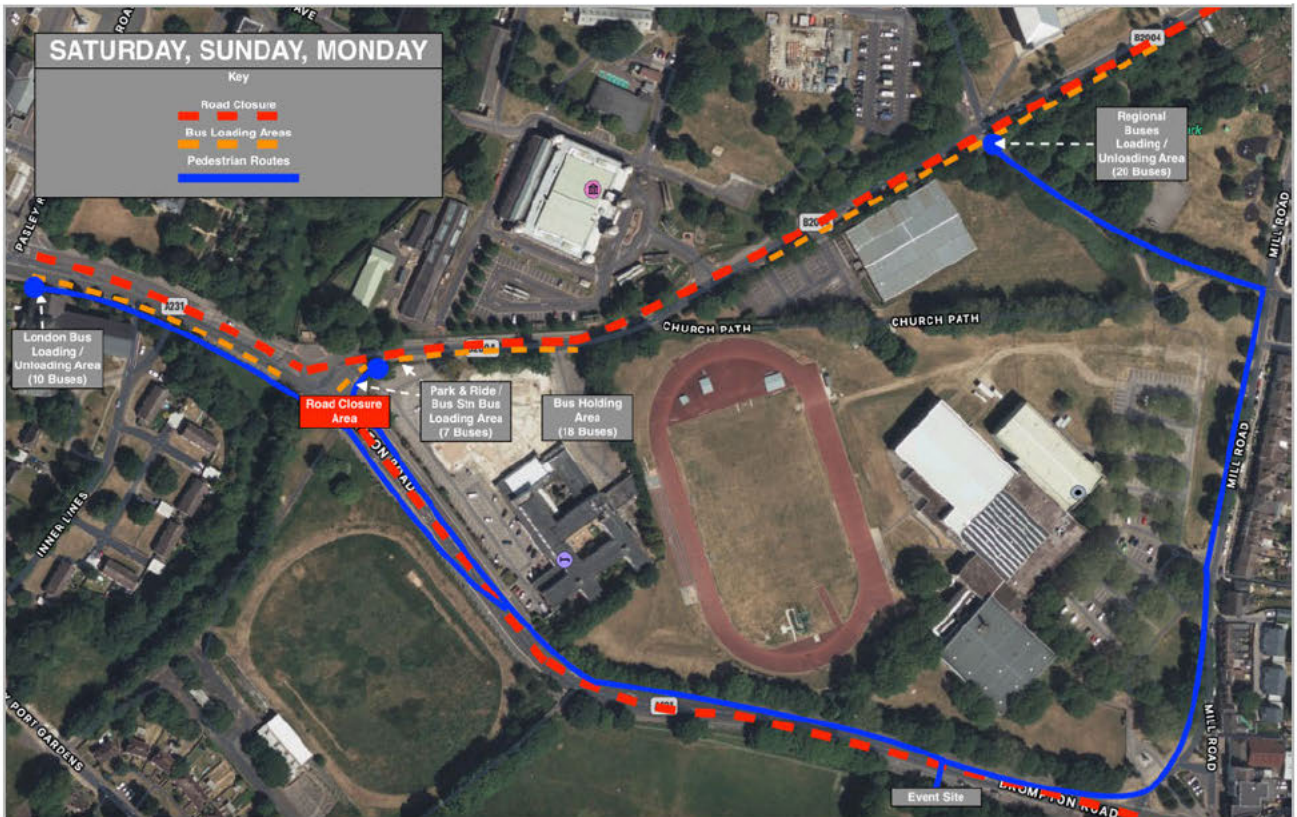
Details of the planned quantity of services for each route will be included within the Transport Use Forecast and Management Plan.

10. SPECIAL BUS SERVICE DROP OFF AND PICK UP POINTS

Special Bus Service Loading and Unloading Area - Friday

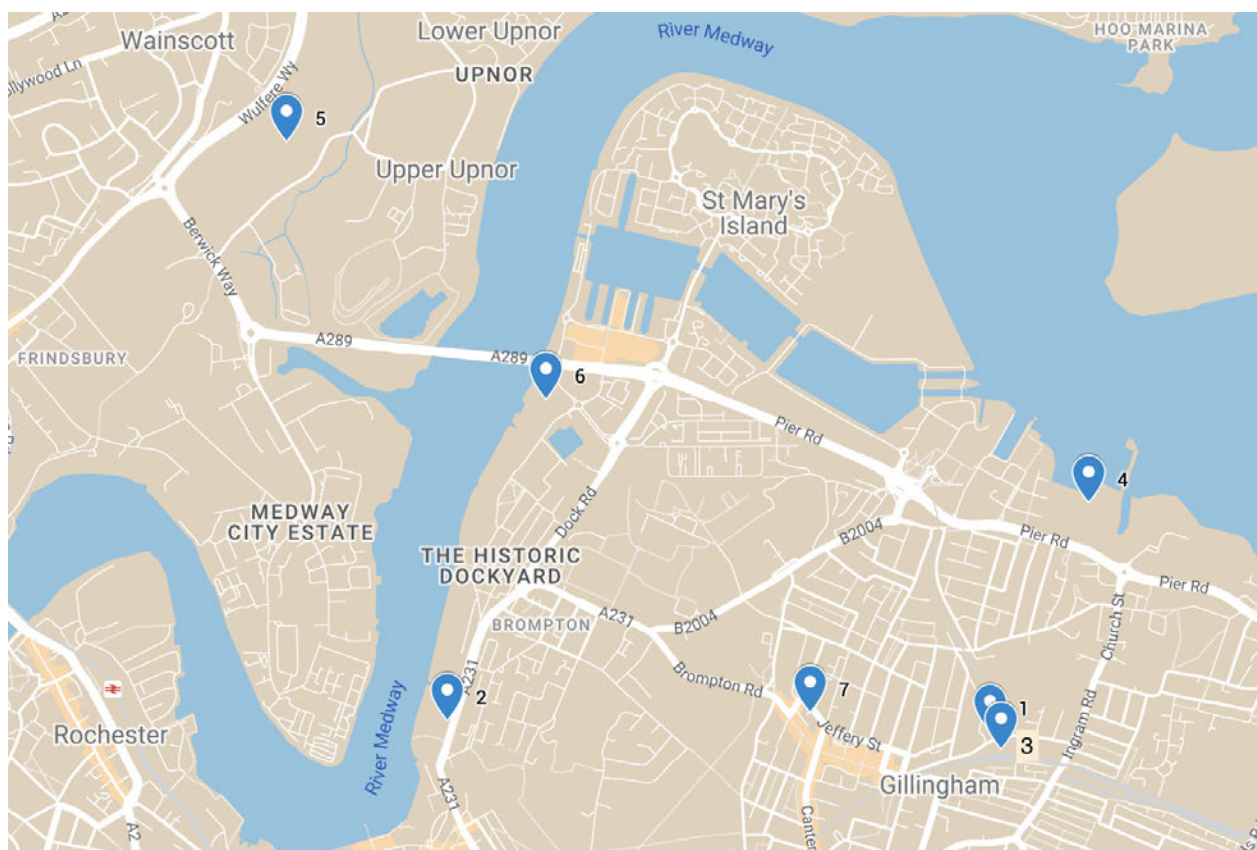


Special Bus Service Loading and Unloading Area - All Other Days



11. PARKING - PARK AND RIDE, PARK AND WALK AND PICK-UP AND DROP-OFF LOCATIONS

TABLE 9 : PARK AND RIDE / PARK AND WALK / PICK-UP AND DROP-OFF LOCATIONS



Car Park	Type	Capacity	Owner	Usage	Status
1. Croneens	Park and walk	69	Medway Council	Unadvertised, marshalled car park with event parking only sign	Agreement confirmed
2. Gun Wharf	Park and ride	209	Medway Council	Unadvertised, marshalled car park with event parking only sign	Agreement confirmed
3. Railside (Gillingham)	Pick-up and drop-off facility	77	Medway Council	Pick-up and drop-off facility	Agreement confirmed
4. Gillingham Marina	Park and ride	150*	Private Landlord	Unadvertised, marshalled car park with event parking only sign	Subject to contract
5. Greenfields Boot Fair - Green Field	Park and ride	2,285	Private Landlord	Advertised park and ride location, tickets to be pre-sold and available for purchase on the day	Agreement confirmed

6. The Historic Dockyard, Chatham - Brownfield Site (H1)	Park and ride	400*	Private Landlord	Unadvertised, marshalled car park with event parking only sign	Subject to agreement
7. Britton Farm (Available Saturday, Sunday and Monday Only)	Pick-up and drop-off facility	47	Medway Council	Pick-up and drop-off facility	Agreement confirmed
Total Spaces	3,113 - Not including Railside (3) and Britton Farm (7), as these locations are being considered for usage as a pick-up and drop-off facility. Based on an average occupancy of 2.4 persons per car, 3,113 spaces provide capacity for 7,471 persons.				

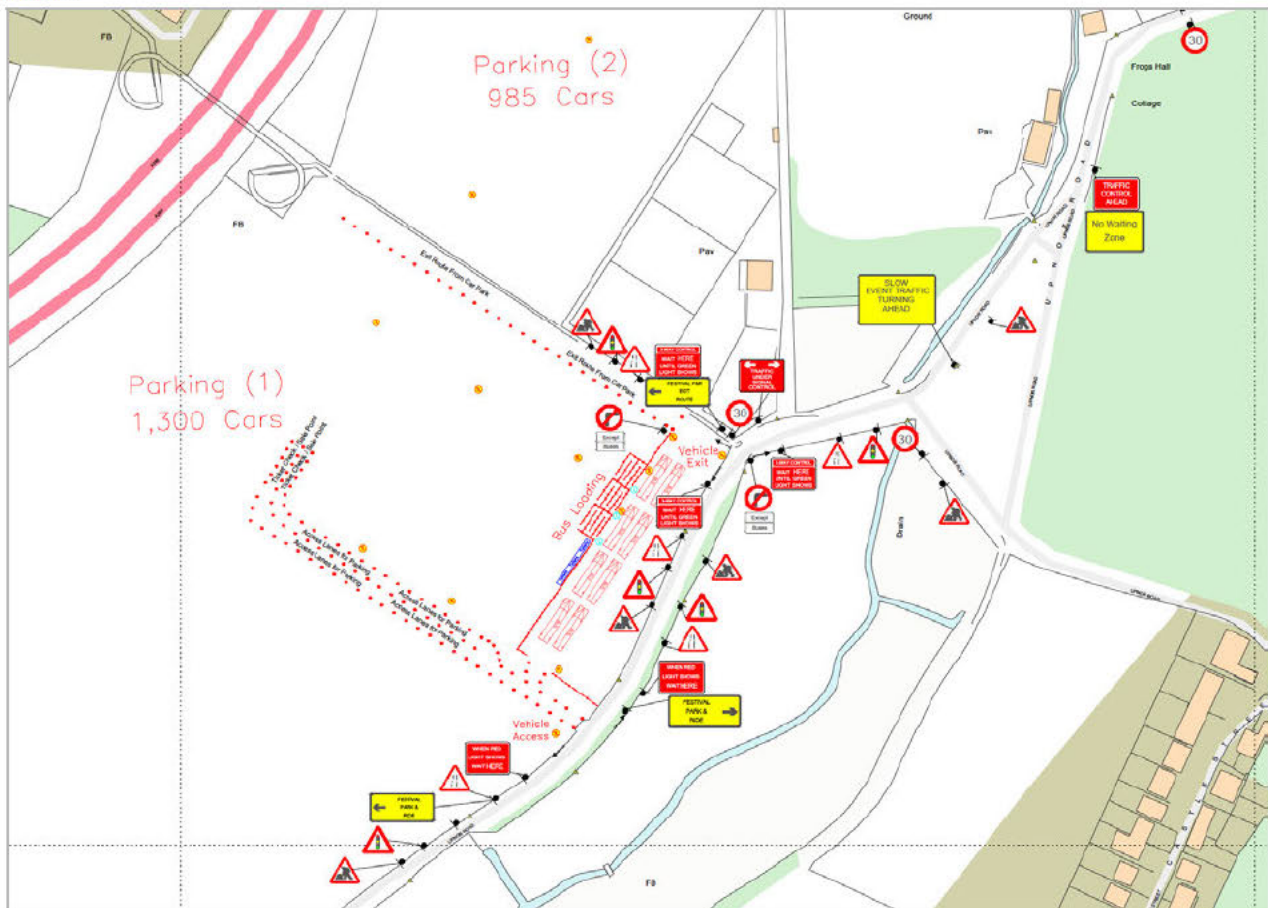
* Estimated Parking Capacity

Sufficient park and ride capacity will be provided in line with the transport use forecasts contained within the Transport Management Plan. Additional sites will be procured as required.

TABLE 10 : GREENFIELDS PARK AND RIDE PLANS

This table provides an overview of measures that are proposed to be implemented in order to facilitate the usage of Greenfields Park and Ride and should be viewed in conjunction with appendix 6.

Insert 1



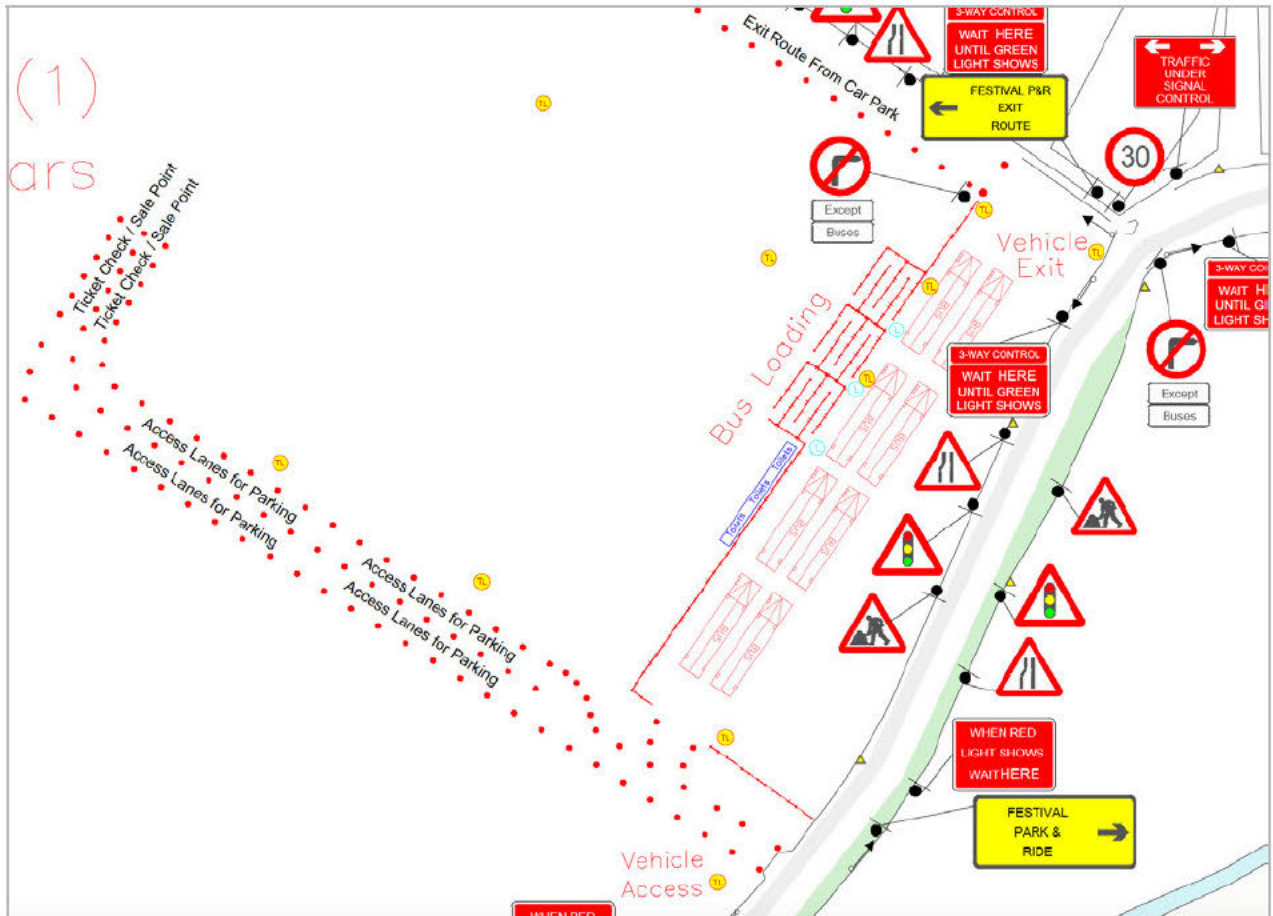
Details

The following temporary traffic management arrangements are proposed to be implemented:

- A 30mph speed limit on Upnor Road
- A prohibition of waiting and loading on Upnor Road, with no waiting cones in place
- Traffic control at the site access and exit gates, with temporary traffic signals operated under manual control in order to manage the flow rate of vehicles in to and out of the site
- A signposted access and exit route for vehicles, with access via Berwick Way (southbound) and Upnor Road

(eastbound) and exit via Upnor Road (eastbound), Upchat Road (northbound), Four Elms Hill. Buses will access via Berwick Way (southbound) and Upnor Road (eastbound), and exit via Upnor Road (westbound) and Berwick Way (southbound)

Insert 2



Details

The following on-site mitigation measures are planned to be implemented:

- Temporary ground protection to enable access and egress for vehicles in inclement weather conditions
- Cones and signage to route vehicles around the site
- Tower lighting
- Crowd control barriers to form queues for buses
- Toilets
- Bins

Space will be available on-site for 8 buses, with capability to load 3 buses at any one time.

Details of the operational plans for all park and ride locations will be included in a future version of this document, including:

- Bus loading and unloading arrangements
- Temporary traffic management and signage

12. PARKING SUSPENSIONS AND ENFORCEMENT

Subject to consultation with Medway Council, parking suspensions will be implemented on Brompton Road in order to create a sterile area for pedestrians associated with the events. A dedicated parking enforcement team will be funded by the event organiser, with additional relocation capability procured to enable any vehicles parked illegally to be relocated. Details of the enforcement and relocation services to be implemented for the events will be included in a future version of this document, once contracts have been secured.

13. BUS STOP AND ROUTE SUSPENSIONS

Subject to consultation with Medway Council, bus stop suspensions and route diversions will be requested for all stops within the road closure areas and all routes impacted by the proposed road closures.

14. OTHER EVENTS AND WORKS

Events

The Chatham Maritime Food and Drink Festival is planned to take place on Saturday 27th, Sunday 28th and Monday 29th May 2023. Consultation will take place with the event organiser, Medway Events and Medway Council Highways Department to ensure that the traffic management arrangements for both events operate collaboratively.

Works

Road works and street works - Details of any works taking place that may impact upon the provisions detailed in this document will be included in a future version of this document, following consultation with Medway Council Highways Department.

Rail works - Rail engineering works are planned to take place that will restrict services on the section of the rail network shown in the image below in pink. These works will take place from 0210 on Saturday the 27th May until 0300 on Tuesday 30th May. Rail replacement bus services will operate to replace the rail service, details of the route plans for these services will be included in a future version of this document once available from the train operating company.

Image - Overview of Rail Works:



* Provided by network rail

15. TRAFFIC MANAGEMENT CONTRACTORS AND STAFFING

All traffic management will be installed, maintained and removed by suitably qualified operatives. All road closure points will be staffed at all times they are in place.

Last Mile Services are the lead contractor and principal designer, and may appoint contractors to undertake elements of the project, working under the command and control of Last Mile Services. Details of the contractor schedule and roles and responsibilities will be included in a future version of this document.

16. EVENT DAY MONITORING AND COMMUNICATIONS

A representative from Last Mile Services will be present in the event control room and will attend event liaison team (ELT) meetings. Subject to approval from Medway Council, an operative from the event management team will be deployed to the local authority CCTV facility in order to monitor the impact of the events on the wider road network.

Subject to approval from the police, motorcycle riders will be procured by the event organiser in order to monitor the local road network. In the event that the police are unable to provide resources to monitor the network, the event organiser will procure a private contractor to monitor the local road network using motorcycles.

17. CONTINGENCY PLANNING

Details of the contingency plans for the event will be included in a future version of this document.

18. SUMMARY

This document details the traffic management provisions proposed to be implemented in order to facilitate events organised by Stardust Festivals taking place at Great Lines Heritage Park on the 26th, 27th, 28th and 29th May 2023. This is a working document that will continue to be updated in the lead up to the event, taking into consideration feedback from stakeholders.

19. APPENDICES

TABLE 11 : APPENDICES	
Number	Description
1.1	Advanced Warning - Local Routes
1.2	Advanced Warning - Major Routes <i>(To be included in a future version of this document)</i>
2	Build and Break Phase Traffic Management Measures <i>(To be included in a future version of this document)</i>
3.1	Live Event Phase Traffic Management Measures - Friday Only
3.2	Live Event Phase Traffic Management Measures - All Other Days
4	Footway Widening Scheme
5.1	Diversion Route Plans
5.2	Diversion Route Plans
6	Greenfields Park and Ride Plans

Traffic Survey and Impact Assessment
Stardust Festivals 2023
Great Lines Heritage Park
26th, 27th, 28th, 29th May 2023

Document Reference: SDTIA23

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Date of Issue: 02/02/2023

DOCUMENT INFORMATION

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Document Reference	Author	Contact
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Version Control

Version	Date Issued	Status	Checked By	Status
1.1	19/01/2023	DRAFT	[REDACTED]	For client review and consultation
1.2	19/01/2023	DRAFT	[REDACTED]	For consultation
1.3	02/02/2023	DRAFT	[REDACTED]	For consultation

Document Scope

This document provides details of the findings of a traffic flow survey conducted on the 13th, 14th and 15th of January 2023 in order to ascertain the volume of traffic at key locations surrounding Great Lines Heritage Park in Medway, Kent. The objective of the survey was to establish the effect of the proposed traffic management measures to be implemented for the Stardust Festivals taking place on the 26th, 27th, 28th and 29th May 2023, by examining how much traffic typically uses Brompton Road and Prince Arthur Road and on a Friday, Saturday and Sunday. It is assumed that the typical flows recorded on a Sunday would be comparable to a Bank Holiday Monday.

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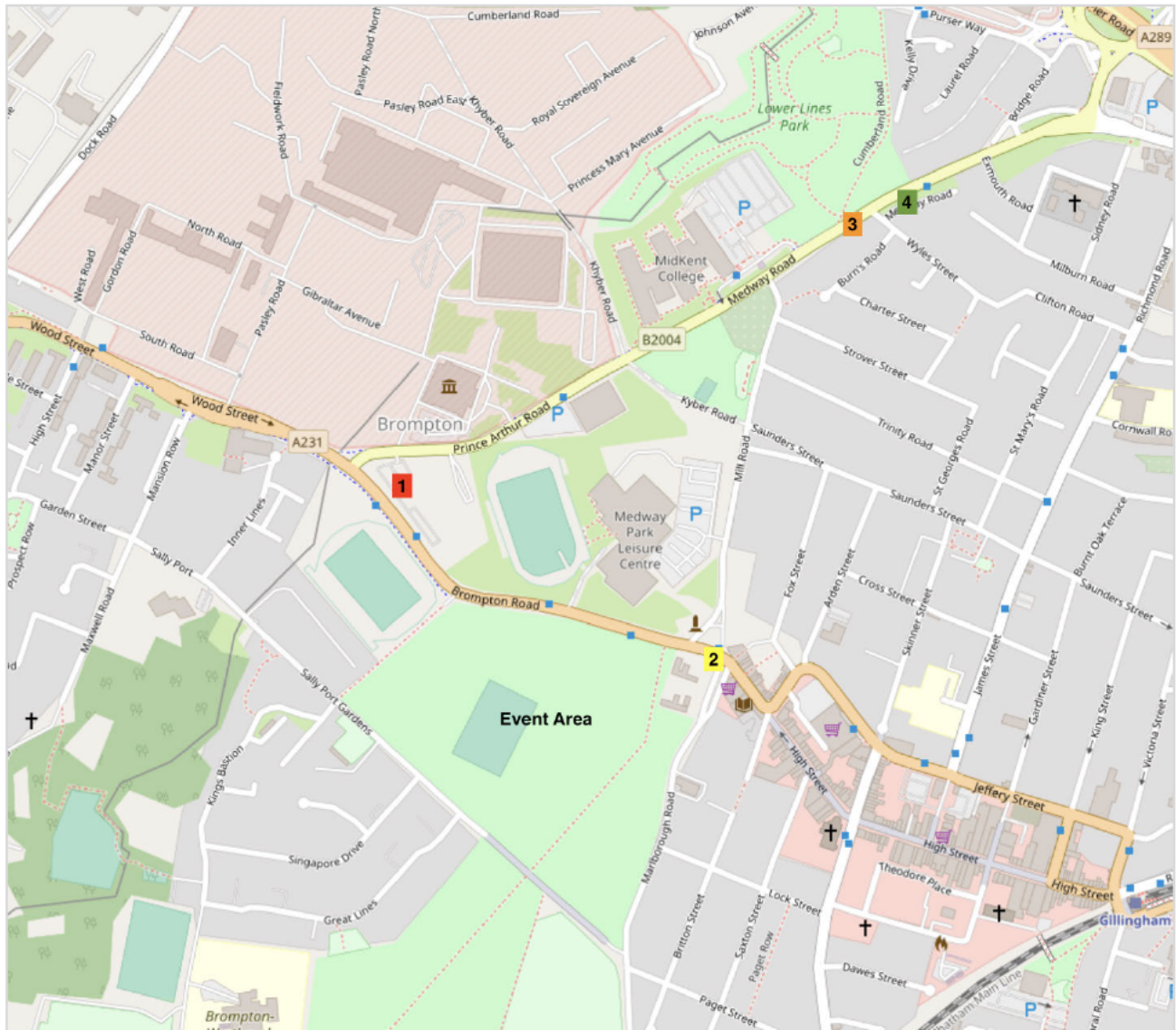
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1. STAKEHOLDERS

TABLE 1 : STAKEHOLDERS		
Agency	Role	Representative
The Last Mile	Traffic and Transport Management Consultant	[REDACTED]
Stardust Festivals	Event Organiser	[REDACTED]
Medway Council	Highways	[REDACTED]
Medway Council	Events	[REDACTED]

2. SURVEY LOCATIONS

Surveys were undertaken at the locations marked 1, 2, 3 and 4 in the image below.



Location number	Location Details	Vehicles Surveyed
Location 1	Wood Street junction with Brompton Road - Surveying eastbound traffic flows	Cars, Vans, HGV (7.5t >) and PSV's
Location 2	Brompton Road junction of High Street - Surveying westbound traffic flows	Cars, Vans, HGV (7.5t >) and PSV's
Location 3	Prince Arthur Road junction with Mill Road - Surveying westbound traffic flows	Cars, Vans, HGV (7.5t >) and PSV's
Location 4	Mill Road junction with Prince Arthur Road - Surveying southbound traffic flows on Mill Road for HGVs and PSV's only	HGV (7.5t >) and PSV's only

3. SURVEY RESULTS

Surveys were undertaken during the following dates and times:

Friday 13th January : 16:00 - 19:00

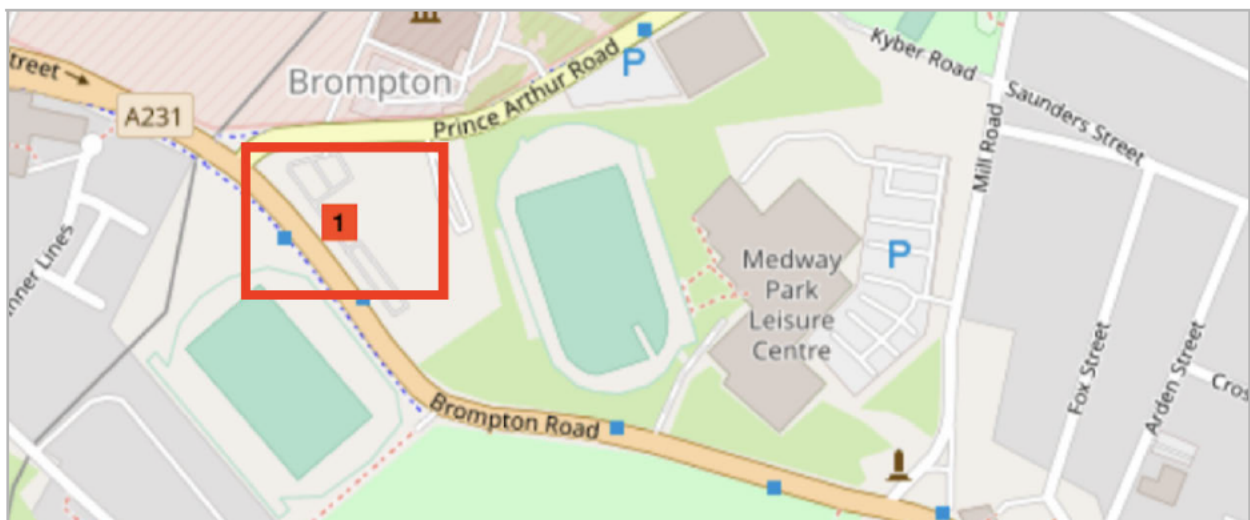
Saturday 14th January : 16:00 - 19:00

Sunday 15th January : 16:00 - 19:00

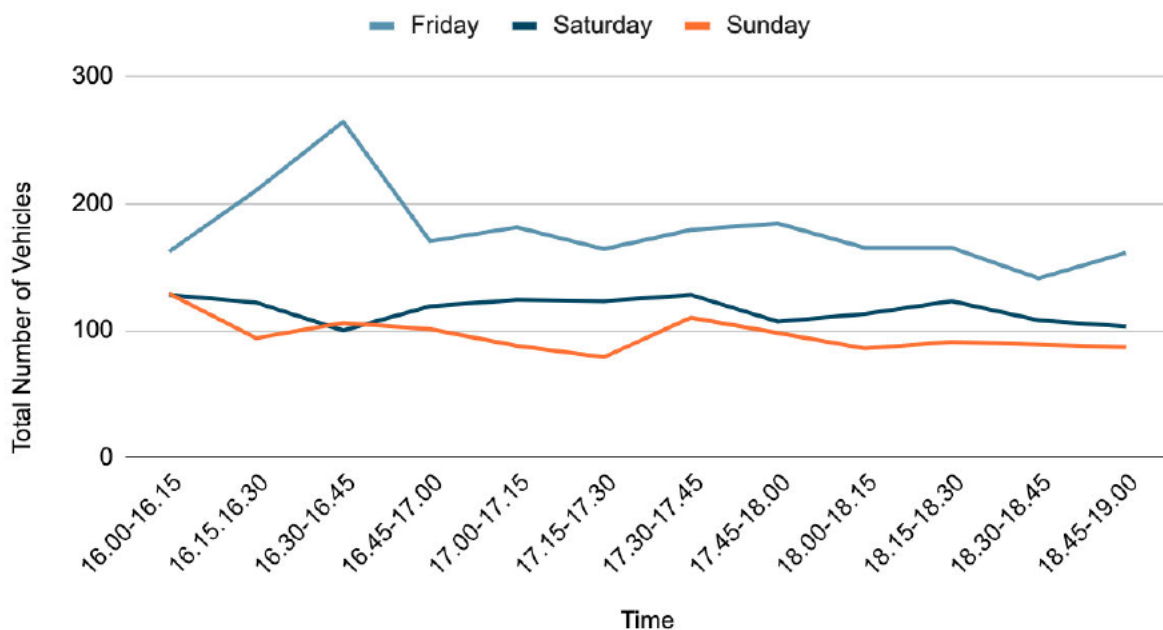
TABLE 3 : SURVEY RESULTS

This table provides an overview of the data collected, during the survey, in line graph form. The graphs detail the total number of vehicles and should be viewed in conjunction with the table of results in Appendix 1. It is noted that the number of HGVs and PSV's is significantly lower than the number of cars and vans recorded. Therefore, all vehicles have been recorded as a total figure, further breakdown of vehicle types can be viewed in Appendix 1.

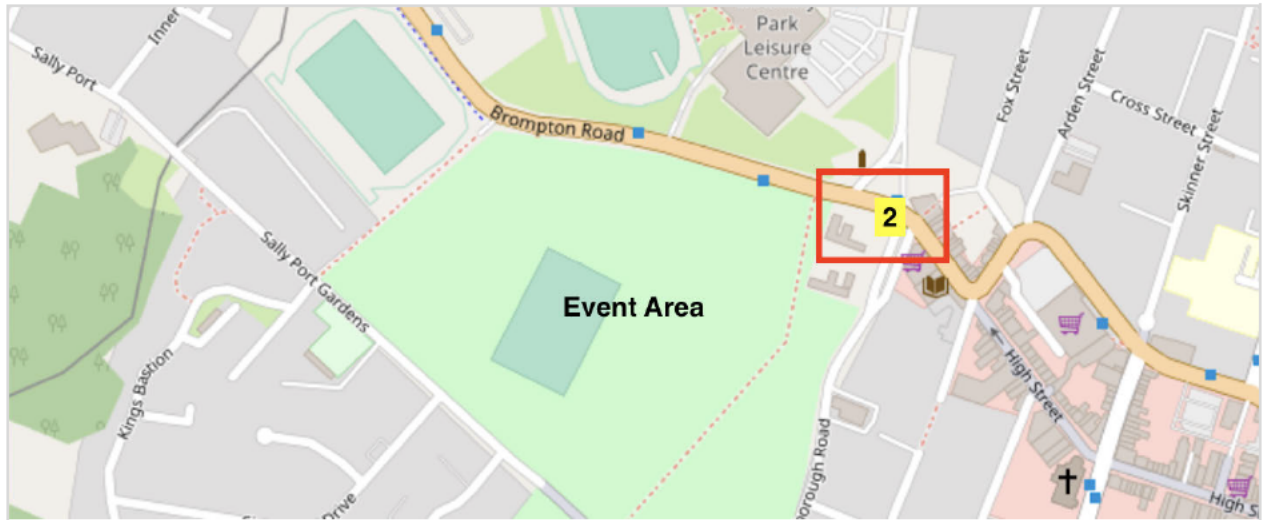
Location 1 - Wood Street Junction with Brompton Road - Eastbound



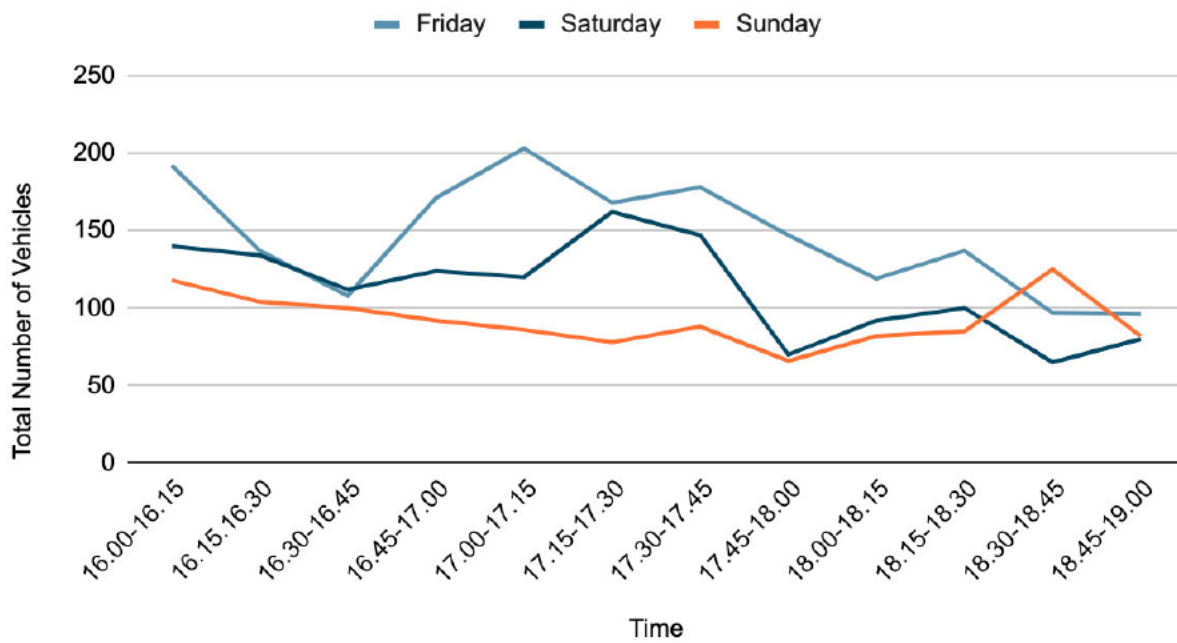
Wood St Jct Brompton Road EB



Location 2 - Brompton Road Junction with High Street - Westbound



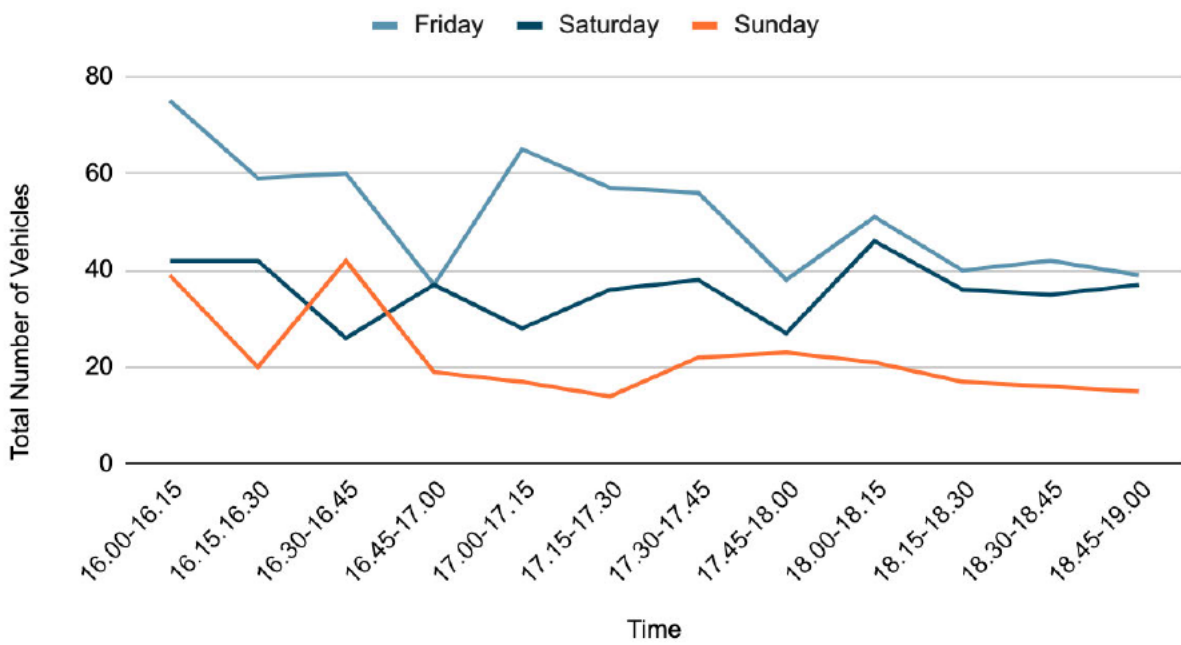
Brompton Rd Jct Hight Street WB



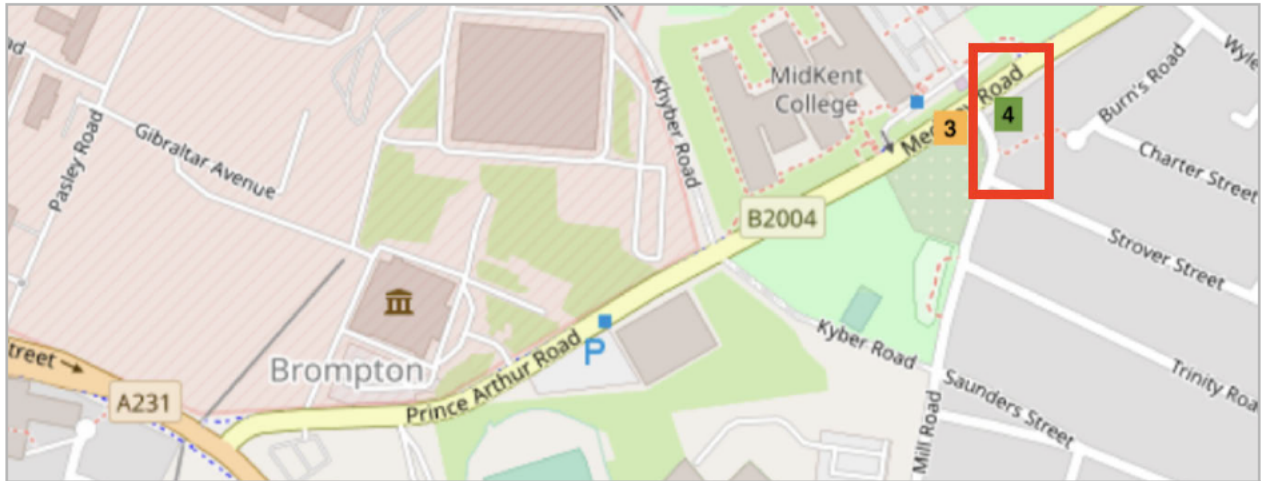
Location 3 - Prince Arthur Road Junction with Mill Road - Westbound



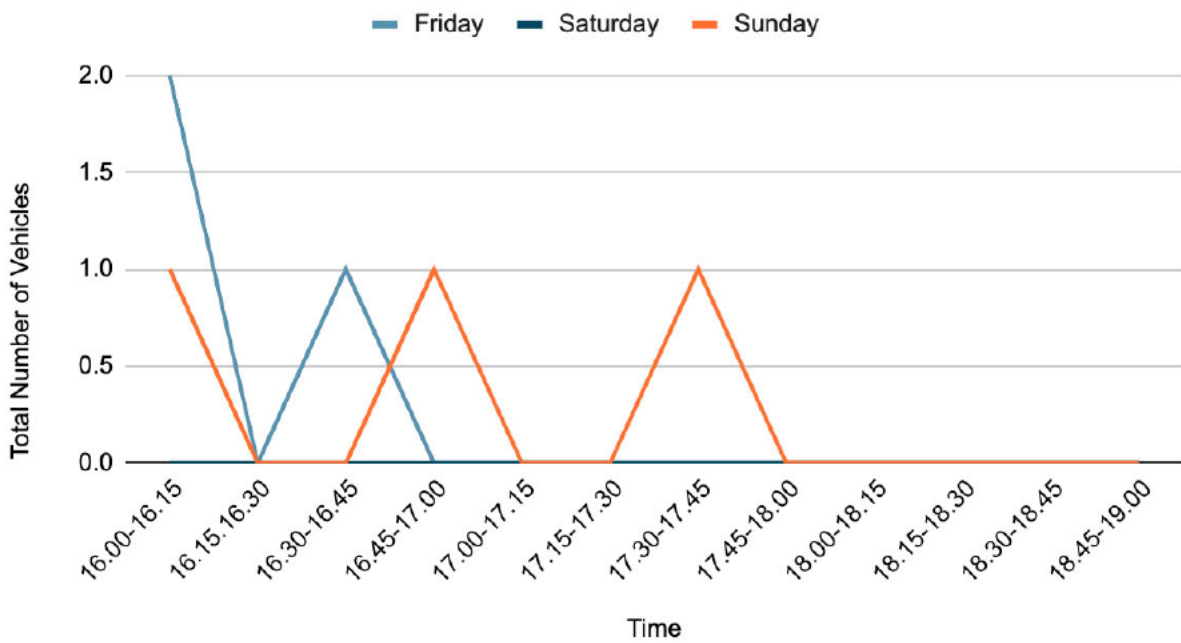
Prince Arthur Road jct with Mill Road WB



Location 4 - Mill Road Junction with Prince Arthur - Southbound (HGVs and PSVs Only)



Mill Road Jct Prince Arthur SB



4. ANALYSIS OF SURVEY FINDINGS

General Findings

- The majority of vehicle movements were recorded as being small vehicles, including cars and commercial vans
- Over the course of the three days of surveys, Location 1, Wood Street at the junction with Brompton Road (Eastbound), was consistently the busiest survey location
- No articulated lorries were recorded during the survey period, however, there were a small number of 7.5 ton vehicles
- Bus movements varied throughout the survey period with approximately 85% local bus services, 12% private hire coaches and 3% associated with school services
- All buses and coaches in Mill Road were mini buses, with the exception of a single small coach on Sunday evening associated with an event at Medway Park Sports Centre

Friday

- Friday was the busiest day across all locations surveyed
- Traffic flows peaked between 16.00 and 17.30
- Total number of vehicles during survey period - Location 1: **2,038**
- Total number of vehicles during survey period - Location 2: **1,753**
- Total number of vehicles during survey period - Location 3: **619**

Saturday

- Saturday shows a decrease in the volume of traffic compared to Friday.
- Traffic remained consistent throughout the surveyed period with a peak observed between 17.00-17.45
- An increase in traffic was recorded at Location 2 between 17.00 - 17.30, which may have been due to a event taking place at Gillingham FC
- Total number of vehicles during survey period - Location 1: **1,398**
- Total number of vehicles during survey period - Location 2: **1,346**
- Total number of vehicles during survey period - Location 3: **430**

Sunday

- Traffic volumes on Sunday were significantly lower than on Friday and Saturday, with flows approximately 45% lower than recorded on Friday
- Traffic remained consistent throughout the surveyed period, with a peak observed between 16.00-16.45
- Total number of vehicles during survey period - Location 1: **1,158**
- Total number of vehicles during survey period - Location 2: **1,106**
- Total number of vehicles during survey period - Location 3: **265**

6. NEXT STEPS

Based on the information above, it is possible to assess the likely volumes of traffic that may be displaced as a result of road closures of Brompton Road and Prince Arthur Road in order to facilitate the event in Great Lines Heritage Park over the weekend of the 26th - 29th May 2023. Consultation will take place with Medway Council regarding the impact of the number of vehicles expected to be displaced on the wider road network, to enable appropriate mitigation measures to be implemented. Details of the mitigation measures will be included in the event traffic management plan, and are likely to include the strategic placement of advance warning and advisory signage.

6. APPENDICES

TABLE 4 : APPENDICES	
Number	Description
Appendix 1	Table of Results