

Traffic and Transport Management Plan

Little LDN

Document Reference: LITLDNLM24

Document Version: 1.3

Document Status: ISSUED

Date Issued: 25/03/2024

DOCUMENT INFORMATION

Document Details

Document Reference	Author	Email
LITLDNLM24	Owen Blackwood	contact@thelastmile.uk

Version Control

Version	Date Issued	Status	Checked By	Status
1.1	26/02/2024	DRAFT	Holly Hoban	Issued
1.2	01/03/2024	DRAFT	Holly Hoban	Issued
1.3	25/03/2024	DRAFT	Holly Hoban	Issued

Document Scope

This document provides details of the traffic and transport management arrangements to be implemented for a series of events planned to be held at Little LDN venue in the London Borough of Tower Hamlets. This document focuses on the following areas:

- The highway network surrounding the event site
- The temporary traffic management arrangements to be implemented in order to reduce the impact of the event on the local area, and facilitate the safe access and egress of persons to and from the event site
- The transport network surrounding the event site
- The expected transport use forecast for the events

The overriding objective of this document is:

- To ensure the safe access of persons to and from the venue
- To ensure the safe management of pedestrians on the primary ingress and egress routes
- To ensure there is minimal impact to the local area including no noise nuisance or obstruction to the highway

All provisions on privately owned land will only be implemented with approval from the relevant authority or land owner. This document should be read in conjunction with:

- The Event Safety Management Plan
- The Crowd Management Plan
- Egress Management Plan

Disclaimer

This document and all its contents are protected by copyright. This document remains the sole property of Last Mile Services Limited, who disclaim any responsibility to the client and others in respect of any matters outside the scope of this document. The document has been compiled with all reasonable due care and diligence within the terms of the contract with the client and the limitations of the information provided to Last Mile Services Limited. This document is valid for the project specified and no other, is in DRAFT form until such time that it says FINAL on the front cover, and runs in conjunction with Last Mile Services Limited's standard terms and conditions, a copy of which is available upon request.

CONTENTS

STAKEHOLDERS	4
TABLE 1 : STAKEHOLDERS	4
OVERVIEW	4
TABLE 2 : VENUE AND EVENT OVERVIEW	4
VENUE LOCATION	5
TABLE 3 : HIGHWAY NETWORK	5
TABLE 4 : TRANSPORT HUBS - RAIL	6
TABLE 5 : TFL BUSES	6
SITE ACCESS	7
TABLE 6 : ACCESS GATES	7
TRAFFIC AND CROWD MANAGEMENT STAFFING	8
TABLE 7 : DEPLOYMENTS	9
LIVE EVENT PHASE - TRANSPORT USE FORECAST	10
TABLE 8 : TRANSPORT USE FORECAST	10
TABLE 9 : ATTENDEE DEPARTURE FORECAST BY TRANSPORT TYPE	10
TABLE 10 : ATTENDEE DEPARTURE FORECAST BY TRANSPORT TYPE	11
TRAFFIC AND PEDESTRIAN MANAGEMENT	12
TABLE 11 : TRAFFIC MANAGEMENT MEASURES - LIVE EVENT PHASE	12
TABLE 12 : TRAFFIC MANAGEMENT MEASURES - ON SITE SET UP	13
BARRIER MAP	14
TAXI DROP-OFFS AND PICK-UPS	15
OTHER EVENTS AND WORKS	15
PARKING	15
EMERGENCY ACCESS	16
SUMMARY	16
APPENDICES	16
TABLE 13 : APPENDICES	16

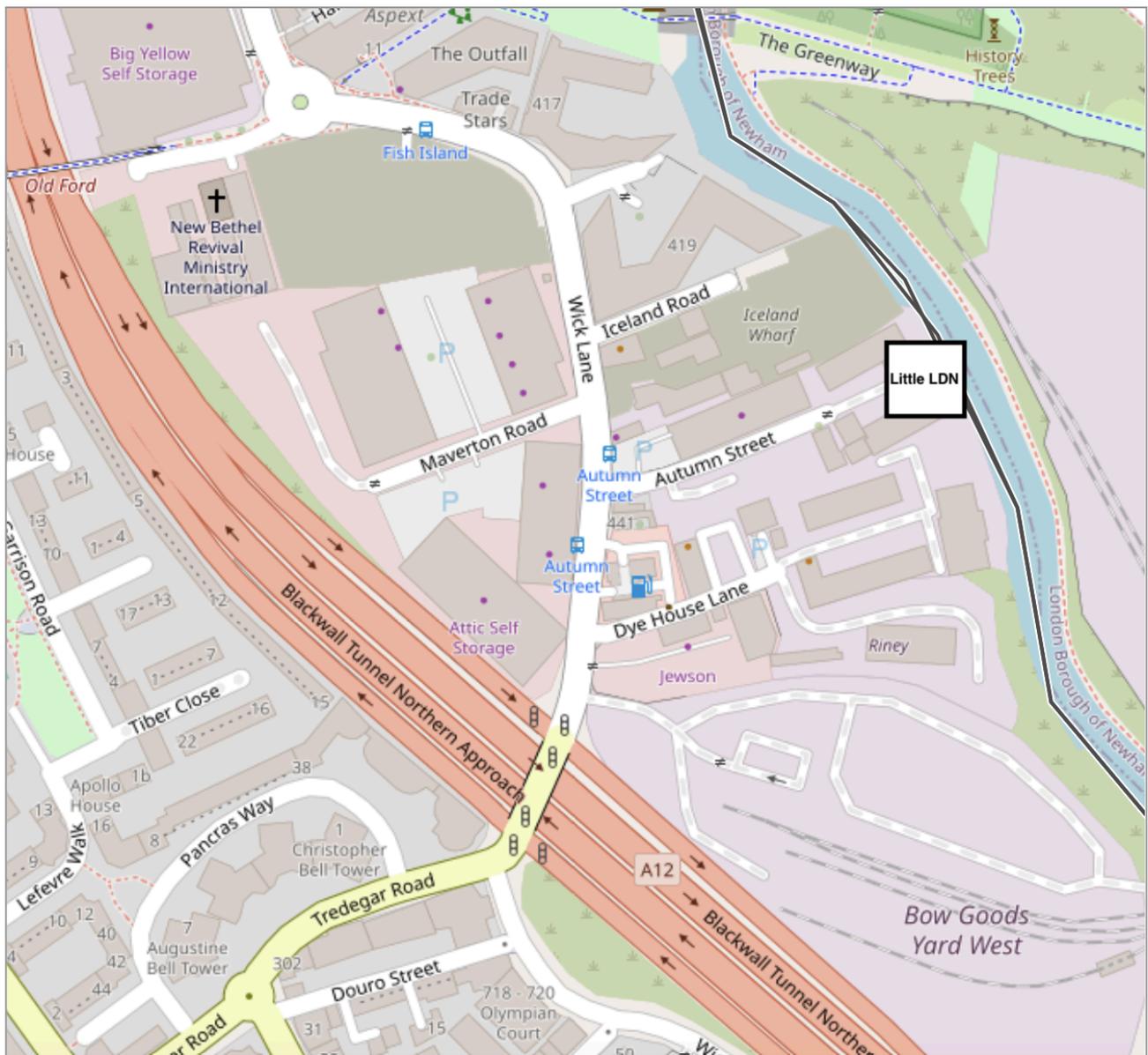
STAKEHOLDERS

TABLE 1 : STAKEHOLDERS		
Agency	Role	Representative
The Last Mile	Traffic and Transport Management Consultant	Owen Blackwood
Little LDN	Venue	Matthew Blewitt
London Borough of Tower Hamlets	Highways	Tricia Bruni Souheb Khan
Metropolitan Police Service	Central East Licensing Unit	Mark Perry
Transport for London	London Underground TfL Buses TfL Surface Events	Various
Transport for London (TfL)	Taxis and Private Hire	Nicole Harris
Sentra Security	Crowd Management/Security	Steven Penn

OVERVIEW

TABLE 2 : VENUE AND EVENT OVERVIEW	
Item	Information
Venue Details	Little LDN Studio 2, Unit 3 Autumn St E3 2TT
Venue Capacity	Up to 300 persons per event
Operational Hours	19:00 - 03:00 Last Entry: 23:00

VENUE LOCATION



Highway Network

Key routes surrounding the venue include:

TABLE 3 : HIGHWAY NETWORK	
Road Name	Road Status
Wick Lane	Maintained by the London Borough of Tower Hamlets
Autumn Street	Maintained by the London Borough of Tower Hamlets
A12	National Highways

Transport Network - Rail

TABLE 4 : TRANSPORT HUBS - RAIL	
Station	Service Details
Stratford	London Underground - Jubilee Line London Underground - Central Line Elizabeth Line London Overground
Hackney Wick	London Overground

Transport Network - Buses

TABLE 5 : TFL BUSES	
Route Number	Route
339	Leytonstone - Shadwell
276	Newham General - Stoke Newington
488	Bromley-by-Bow - Dalston

SITE ACCESS

TABLE 6 : ACCESS GATES

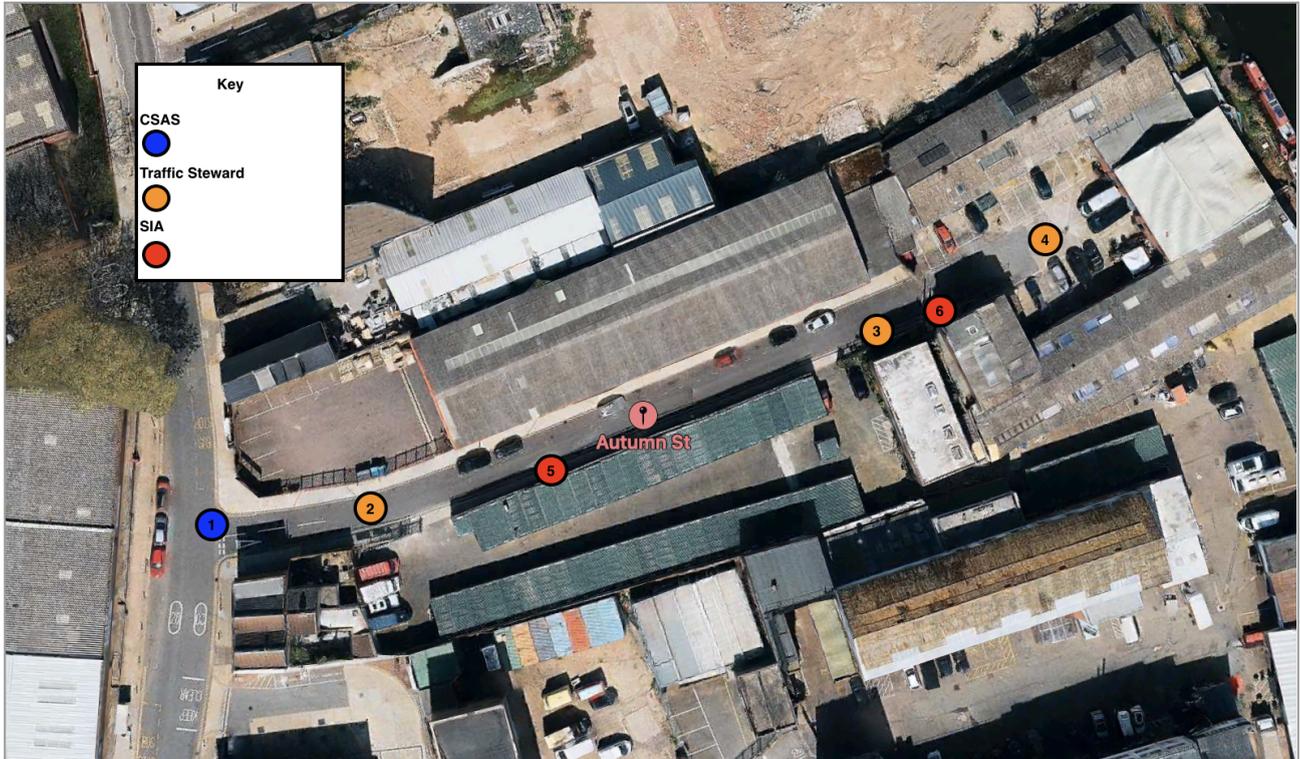


Gate Reference	Image	Road Access	Usage During Events
Main Access Gate		Road Access: Autumn St	Live event phase: Pedestrian access and exit Vehicle access and exit

TRAFFIC AND CROWD MANAGEMENT STAFFING

A team of crowd management personnel and traffic management staff will be deployed outside the venue to promote safe and effective ingress and egress, whilst causing minimal disruption to the highway and local residents.

Police-accredited traffic staff (CSAS), with powers to stop and direct traffic, will be deployed at the junction of Wick Lane and Autumn St, in order to control traffic ingress and egress to the on site pick-up and drop-off provision.



**Staffing provisions above are suggested for the initial opening period of the venue and will be continually reviewed to ensure the deployment is conducive to supporting the traffic management measures

TABLE 7 : DEPLOYMENTS			
Number	Role	Ingress	Egress
1	CSAS	<ul style="list-style-type: none"> • Use police powers to stop and direct traffic on Wick Lane junction with Autumn Street • Promote positive traffic flow on Wick Lane • Ensure vehicles are not stopping on Wick Lane and push venue related traffic to Autumn Street • Keep of log of VRN for vehicles contravening proposed TM measures 	<ul style="list-style-type: none"> • Use police powers to stop and direct traffic on Wick Lane at the junction with Autumn Street • Promote positive traffic flow on Wick Lane • Ensure vehicles are not stopping on Wick Lane and push venue related traffic to Autumn Street • Keep of log of VRN for vehicles contravening proposed TM measures and venue rules
2	Traffic Steward	<ul style="list-style-type: none"> • Assist CSAS operative with managing traffic flow at the top of Autumn Street • Ensure vehicles are not stopping on Autumn St 	<ul style="list-style-type: none"> • Assist CSAS operative with managing traffic flow at the top of Autumn Street • Ensure vehicles are not stopping on Autumn St
3	Traffic Steward	<ul style="list-style-type: none"> • Manage flow in and out of gate into yard • Ensure vehicles are not stopping on Autumn Street 	<ul style="list-style-type: none"> • Manage flow in and out of gate into yard • Ensure any customers leaving on foot use the designated walkway • Reinforce venue rules as customers are leaving
4	Traffic Steward	<ul style="list-style-type: none"> • Direct vehicles into drop-off area • Ensure vehicles leave the yard immediately once they have dropped off 	<ul style="list-style-type: none"> • Direct vehicles into holding bays • Retrieve booking details from driver and match with customer • Remind drivers and customers of venue rules
5/6	SIA	<ul style="list-style-type: none"> • Support traffic stewards as an external presence on Autumn Street • Intervene with any anti-social behaviour or noise disturbance 	<ul style="list-style-type: none"> • Support traffic stewards as an external presence on Autumn Street • Intervene with any anti-social behaviour or noise disturbance • Move on any customers at the top of Wick Lane

LIVE EVENT PHASE - TRANSPORT USE FORECAST

TABLE 8 : TRANSPORT USE FORECAST		
Transport Type	Mode Share Forecast	Number of Persons
Taxi or private drop-off/pick-up	80%	180
Local Bus	10%	60
Other (Walk, Drive, Cycle, Local Rail Hubs)	10%	60
Totals	100%	300

Attendees are anticipated to arrive and depart via the following modes of transport:

Taxi or private drop-off - 80% of the audience are expected to route to and from the venue by taxi or private hire vehicle. A dedicated pick-up and drop-off area will be made available within the venue footprint to accommodate arrivals and departures by taxi or privately arranged drop-off.

Local Bus - 10% of the audience are expected to use bus services available from Wick Lane.

Other (walk, bus, drive, Cycle, local rail hubs) - 10% of the audience are expected to route to and from the venue via other modes of transport, including walking, cycling, driving, local bus services and the nearest rail hubs.

Attendee Departure Forecast

TABLE 9 : ATTENDEE DEPARTURE FORECAST BY TRANSPORT TYPE		Taxi or private drop-off/pick-up	Local Bus	Other (Walk, Drive, Cycle, Stratford Station, Hackney Wick Station)
		80%	10%	10%
Time	%	Number of Persons		
Pre 22:00	5%	9	3	3
22:00 - 23:00	3%	5	2	2
23:00 - 00:00	6%	12	4	4
00:00 - 01:00	10%	18	6	6
01:00 - 02:00	20%	36	12	12
02:00 - 03:00	38%	68	22	22
03:00 - 03:30	18%	32	11	11

Vehicle Departure Forecast

TABLE 10 : ATTENDEE DEPARTURE FORECAST BY TRANSPORT TYPE		Taxi or private drop-off/pick-up	Local Bus	Other (Walk, Drive, Cycle, Stratford Station, Hackney Wick Station)
		80%	10%	10%
Time	%	Number of Vehicles		
Pre 22:00	5%	2	N/A	N/A
22:00 - 23:00	3%	2	N/A	N/A
23:00 - 00:00	6%	5	N/A	N/A
00:00 - 01:00	10%	8	N/A	N/A
01:00 - 02:00	20%	15	N/A	N/A
02:00 - 03:00	38%	29	N/A	N/A
03:00 - 03:30	18%	13	N/A	N/A

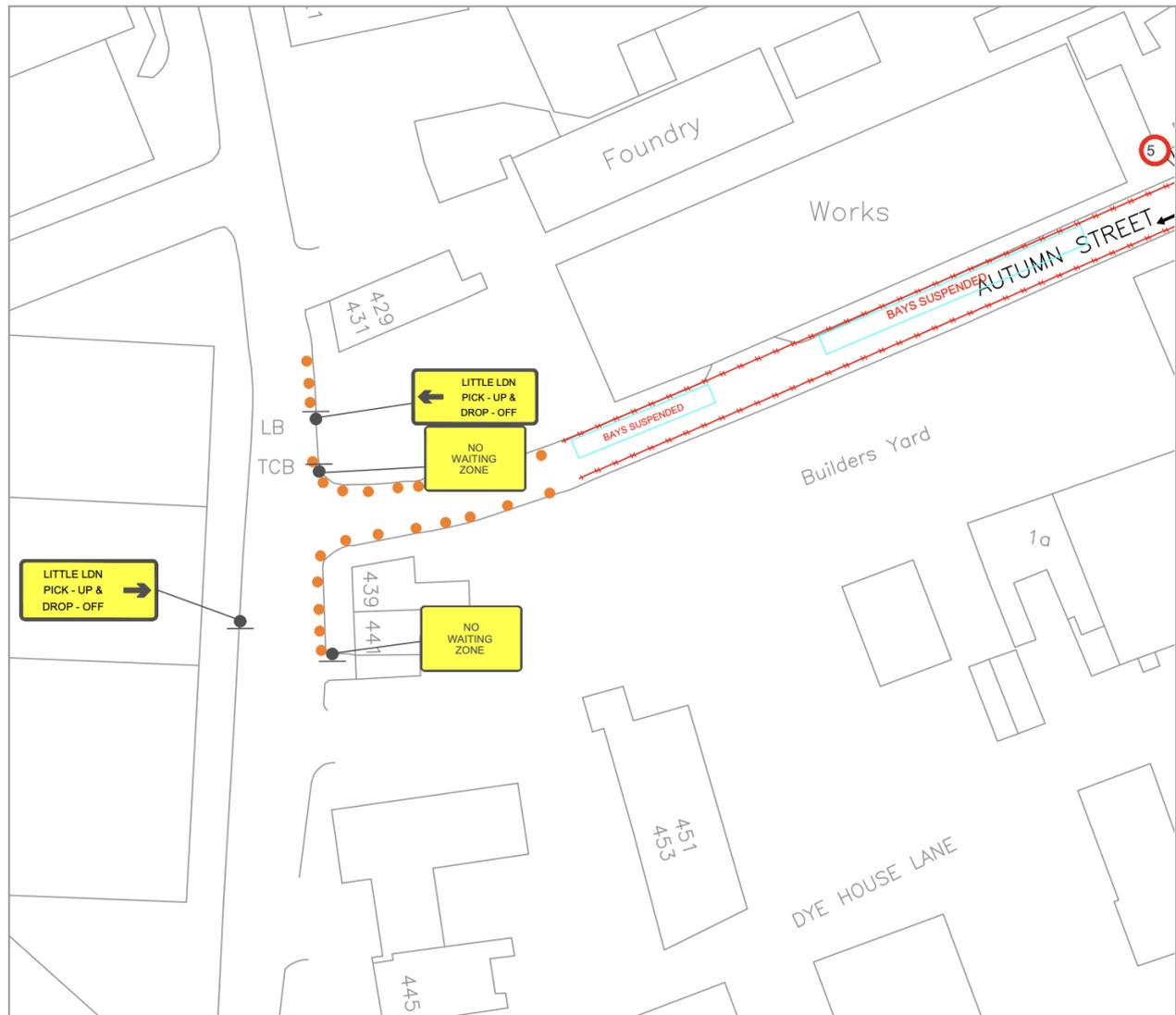
** The vehicle forecasts above have been prepared using an average car occupancy of 2.4 persons per vehicle.

** The arrival and departure profiles used here are indicative for planning purposes only and are subject to change. The data is based on egress data collected from events with a similar profile at LDN East, a venue operated by the same licensee.

TRAFFIC AND PEDESTRIAN MANAGEMENT

TABLE 11 : TRAFFIC MANAGEMENT MEASURES - LIVE EVENT PHASE

Insert 1

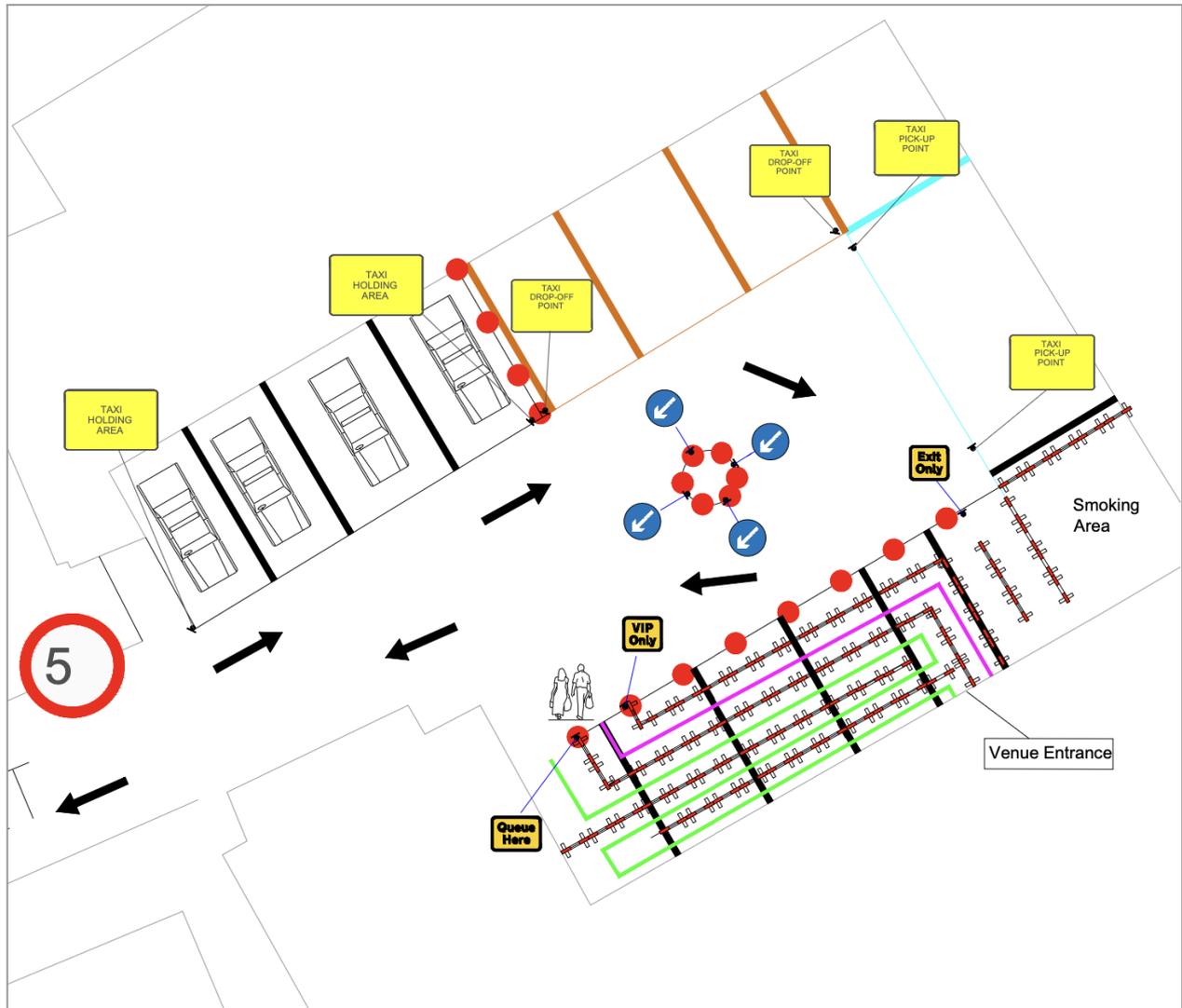


Details

- Chapter 8 compliant directional road signage will be installed in order to route vehicles associated with the venue to the designated on-site drop-off point
- Chapter 8 compliant road signage will be used to deter parking and waiting on Wick Lane for any venue related traffic
- Crowd Control Barriers will be placed on the footway of Autumn Street in order to create a physical segregation between the footway and the highway
- No waiting cones will be installed on Wick Lane and Autumn Street in order to deter venue related vehicles from using any location other than the on-site area to drop-off or pick-up, minimising obstruction to the highway
- Subject to agreement from the local highways authority, parking bays on Autumn Street will be suspended outside operational hours to promote a two-way traffic flow at all times

TABLE 12 : TRAFFIC MANAGEMENT MEASURES - ON SITE SET UP

Insert 1

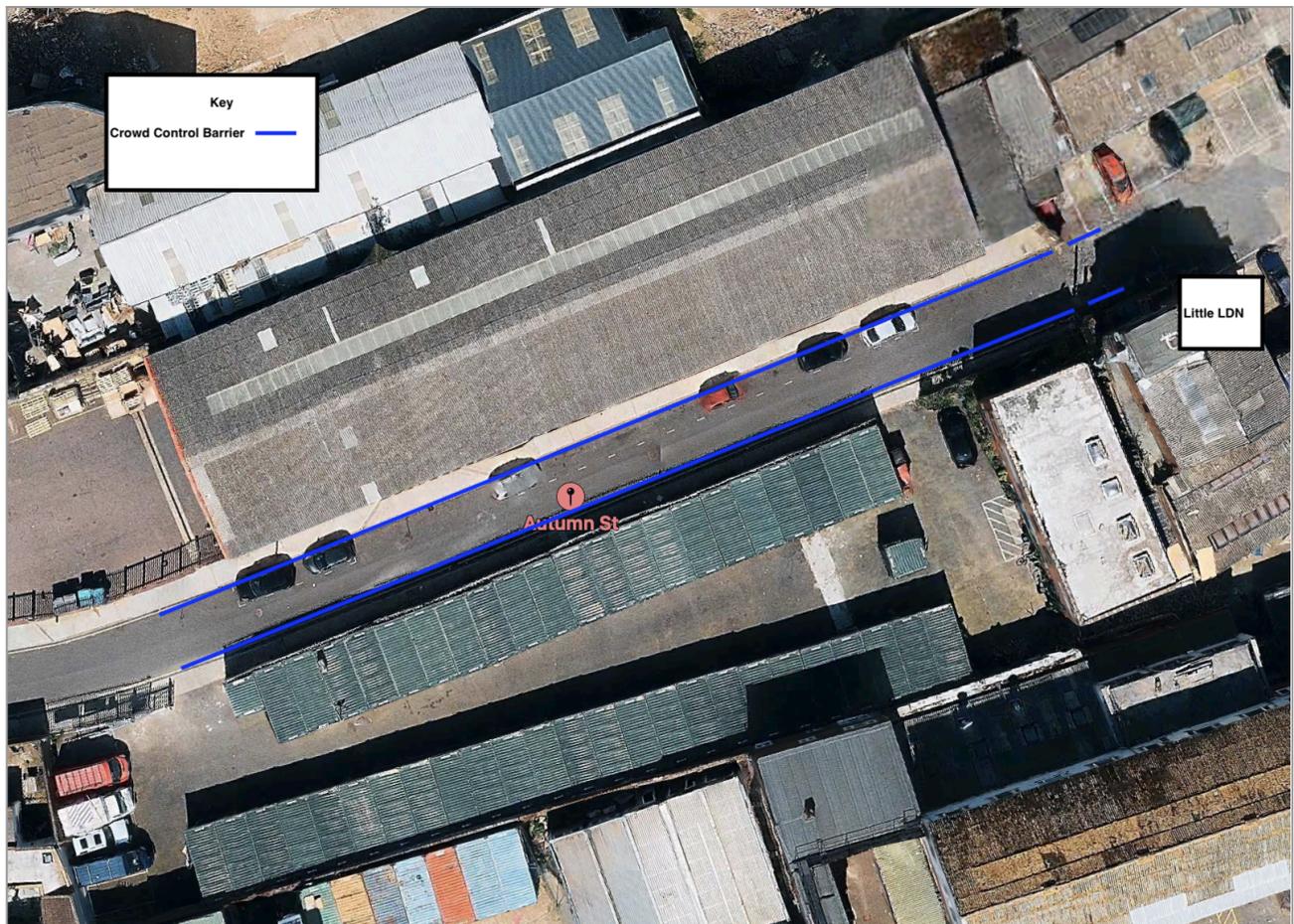


Details

- Chapter 8 compliant directional road signage will be installed in order to route vehicles to the pick-up point, drop-off point and vehicle holding area
- A one-way system in place for all vehicles
- 5 mph on-site vehicle speed limit

BARRIER MAP

Autumn St



The external barrier placement on Autumn Street will be used to create a segregation between the footway and highway to eliminate obstruction to the highway for vehicular access as well as for pedestrian safety.

Based on the flow rates as recommended in the The Purple Guide, the pavement spaces on both sides of Autumn Street offer 1 metre of width. Using the flow rate of 66 people per minute and looking at a 15 minute dispersal window at the peak egress time block, the flow rate can be calculated as follows:

$$1 \times 66 \times 15 = 990 \text{ persons in 15 minutes}$$

This calculation shows that there is sufficient space on the pavement for crowd dispersal. As well as enough density to use the walkway as a queuing system or hold point should the need arise from a crowd management perspective.

TAXI DROP-OFFS AND PICK-UPS

App-Based Taxi Companies

Consultation will take place with taxi companies, including Uber and Bolt, in order to set a designated and geofenced pick-up point within 39 Autumn St, as per the above plans. This will create the pick-up location as the yard space outside the venue forcing all vehicles to drop off and collect from here. This will show as the meet point for all customers booking from the venue and all drivers will be advised by traffic management and crowd management staff that they must only collect from the designated area. A blackout zone will be implemented to ensure that vehicles booked directly outside of the venue and also the area surrounding the venue are only able to pick up from the yard at 39 Autumn Street, capturing any attempts to book vehicles from anywhere other than the yard area and forcing all vehicles and customers to the designated on-site space.

Local Taxis

Local taxi companies will be informed of venue operational hours and pick-up and drop-off location, in the event that they wish to send drivers to aid with venue dispersal. Telephone numbers of these firms will be made available to customers upon exiting.

Stewarding and Marshalling

A professional taxi marshalling company will be appointed in order to manage the designated location for collections.

Noise Management

In order to mitigate noise disturbance from the venue by those wishing to leave, customers will be advised to book their private hire vehicles at the exit point of the venue, all customers will be asked to wait in the designated area for their vehicle, where they will be held by crowd management staff. Traffic Management staff will direct vehicles in and check booking details before matching up with customers. Repeat signage will be used on the exit route, at each point of the egress, to remind customers to keep noise to a minimum, this will be reinforced by all staffing deployments.

TFL licensing

TFL licensing will be made aware of the on-site provision for and should they wish may conduct a licensing visit at any time to ensure driver compliance.

Venue Rules

In order to mitigate potential disruption from the venue, the following rules will be displayed and implemented by the venue:

- Speed limit of 5 MPH
- No use of horns after 23:00 hours
- Drivers must stay with vehicles at all times and should not attempt to collect patrons

Crowd Management and Traffic Management staff will work together to remind and reinforce these rules. Those found to be in breach will be reported via the relevant channels.

OTHER EVENTS AND WORKS

Where possible, collaboration will take place to ensure appropriate mitigation measures are in place to accommodate pedestrians associated with events at the venue.

PARKING

There will be no parking available on site. This will be communicated by the venue to all customers and staff.

MONITORING AND REVIEW

When required, coordination meetings will be held with The London Boroughs of Tower Hamlets highways department. Other stakeholders, including the Police licensing, may be invited to attend these meetings. In the event that there are planned or emergency works taking place that may impact upon the provisions detailed within this document, a meeting will take place in order to establish collaborative arrangements, where possible.

EMERGENCY ACCESS

Emergency access to the venue is via the main access gate on Autumn St. In the event that the main entrance is compromised, a contingency route is available via the back entrance of the venue at Dye House Lane.

CONTINGENCY PLANNING

At the time of writing, consultation is taking place with LBTH Highways to discuss the feasibility of a 24-hour parking suspension for the bays on Autumn Street. This would allow for the bays to be non-operational during venue operating hours allowing for highways to remove any vehicle contravening this restriction ensuring that access to 39 Autumn is uncompromised venue traffic. Any contravening vehicles would be reported immediately.

In the unlikely event that a vehicle causes disruption to the access route during egress, CSAS personnel would be redeployed to manage traffic down the street on a give and take basis.

SUMMARY

This document details the provisions proposed to be implemented to facilitate the safe ingress and egress of visitors to events taking place at Little LDN. The provisions contained within this document will be kept under review.

APPENDICES

TABLE 13 : APPENDICES	
Number	Description
1	External TM Overview
2	On Site Set-Up