



The King's Cross Theatre South Extension - Planning Application  
Our Reference (D-SE-KX-006)

# Transport Management Plan

## Client



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## Development Management



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## The Purpose of this Document

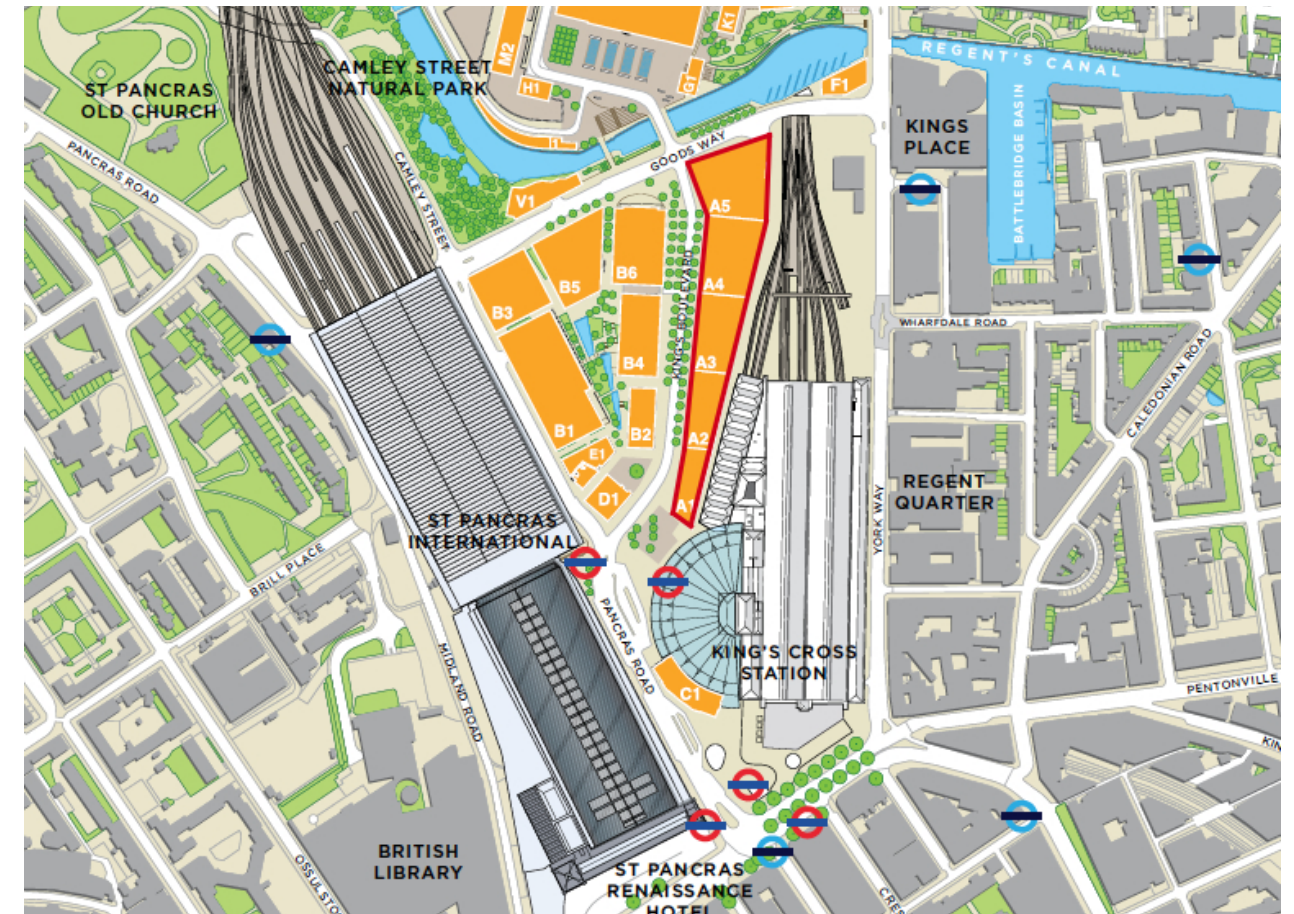
This Transport Management Plan has been prepared on behalf of Theatre Tracks Limited for their proposed additional temporary theatre spaces titled the King's Cross South Extension. The purpose is to explain the primary design principles of the temporary installation of a temporary theatre venue to be located and erected at Zone A, Goods Way, King's Cross Central, London N1C 4UR between September 2016 and October 2017.

This statement forms part of the application for planning permission for these facilities.

## Description

The King's Cross South Extension houses planned theatrical performances, to take place in a temporary theatre venue environment.

The site is situated within Zone A, Goods Way, King's Cross Central, London N1C 4UR.



The development site is well located; there is good access to existing public transport services, road links and some on site car parking. Despite its excellent location, the site is currently unused, as it awaits redevelopment as office space, as part of the King's Cross Central scheme.

The purpose of this document has been to consider whether the local transport infrastructure will be able to bear an additional 1,500 visitors and (approximately) 150 staff per performance, arriving for matinee and evening performances throughout the week. This document has also considered construction traffic, access for audiences and staff, service traffic and emergency vehicle access.

## The Study

The study has taken the following steps towards its assessment of the likely impact on transport of The King's Cross Theatre:

- Discussions with Argent LLP, managers of the wider King's Cross Central scheme
- Discussions with Camden Council to identify potential issues that may arise.
- Site visits during the summer of 2016 to assess site activity and assess the viability of the site.
- Collation of bus, cycle, tube and other transport network data.

## Scope

The project is a time limited temporary theatre site located in address, a development site which is part of the King's Cross Central scheme. Both the impact of the event, and the likely methods that attendees will use to attend the event have been investigated. Whilst there are good bus links to the proposed site from Central London, it is anticipated that most people will attend the venue by tube or overground train.

## Green Travel Plan

Our Green Travel Plan proposal aims to develop methods and implement schemes which will actively encourage both our staff and visitors to travel to the venue using various sustainable modes of transport.

In order to help to decrease traffic congestion, reduce air pollution and provide improved accessibility to the venue, our Green Travel Plan recommends the use of all methods of public transport plus alternatives such as cycling, walking and car sharing.

Green travel initiatives for the South Extension at The King's Cross Theatre:

- An informative website ([www.railwaychildrenlondon.com](http://www.railwaychildrenlondon.com)) will guide potential visitors to the venue by offering comprehensive travel information.
- Relevant market research questions on travel methods will be included on our visitor surveys and customer comment cards at the venue.
- We will investigate at recruitment stage whether staff to be employed at The King's Cross South Extension are able to reach the site using green travel methods.

### Staff Involvement and Objectives:

- Staff will be given assurances that the Green Travel Plan is not anti-car (as some people have no alternative to using a car) but it is a means of providing more choice of travel options.
- Limited staff or contractor car parking will be allowed on site.
- Staff and contractors will be encouraged to use public transport or to walk to the venue.

### Audiences and Travel

It is likely that most of the audience members will attend the theatre from London either because they are based in London, or are travelling to London as part of a longer trip. Kings Cross is a long established transportation hub with a number of distinct venues which operate collectively or independently depending on the events programme.

## Car Parking

It is not expected that many visitors will travel by car, however for those that do, car parking is available in privately run car parks located within walking distance of the venue. Driving to King's Cross will not be recommended, as the options for public transport are wide and varied and mean that all parts of London, the South East and the rest of the UK and Europe can be accessed by train and tube from within a ten minute walk of the venue.

We are not intending to create any additional car parking spaces for attendees to the show, nor will our event venue cause any reduction in the number of car parking spaces available.

## Public Transport

It is felt that most people will travel by public transport. There are a number of options available to our guests for getting to and from the venue:

### Tube

King's Cross St Pancras is well connected to the rest of London by tube:

Circle Line  
Hammersmith & City Line  
Metropolitan Line  
Northern Line  
Piccadilly Line  
Victoria Line



### National Rail

King's Cross St Pancras is well connected to the rest of London and the UK by mainline trains:

East Coast Mainline – routes to Leeds, Newcastle and Edinburgh  
First Capital Connect – routes to North London, Hertfordshire, Cambridgeshire including Peterborough and King's Lynn  
Midland Main Line – routes to Leicester, Derby, Sheffield  
Thameslink – routes to Bedford and Brighton

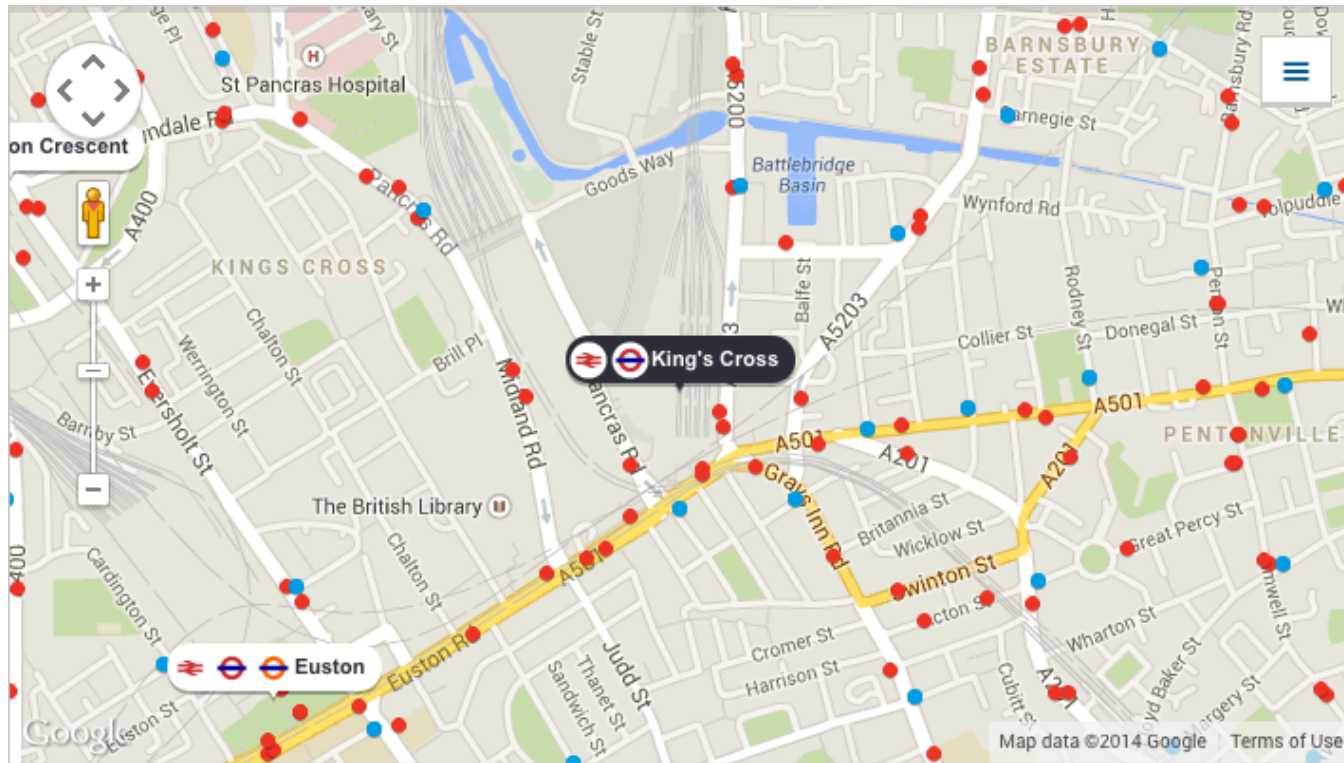
### International Rail

King's Cross St Pancras is well connected to the rest of Europe by international trains:

Eurostar – Ebbsfleet, Ashford and Calais, Lille and Paris as well as connections to the rest of Europe

### Bus

King's Cross St Pancras is well connected to the rest of London by bus services:



- Towards Tottenham Court Road, Russell Square, Baker Street
- Towards Farringdon or Holborn Circus
- Towards Angel Islington
- Towards Archway or Holloway
- Towards Euston or HolbornJ
- Towards Holloway or Euston
- Towards Angel Islington
- Towards Chancery Lane or Farringdon Station
- Towards Holloway or Tufnell Park
- Towards Camden Town
- Towards Euston
- Towards Farringdon, Holborn Circus or Angel
- Towards Camden Town or Camden Road Station
- Towards Camden Town or Euston

Audience entrance point to The King's Cross South Extension



All visitors will access the venue from King's Boulevard to the west of King's Cross station. No matter how they arrived at the venue (by tube, taxi, bus, private car or other means), all audience members will be able to easily find and access the temporary theatre site.

Tickets will be checked at the site perimeter (fenced entranceway) to ensure that only patrons with tickets for the current performance are permitted to enter the site. Bag searches will be undertaken at this point, if required.

## Works Traffic (Construction & Servicing of the Venue)

### Works Traffic

The development is a temporary event, no demolition takes place, no foundations are needed and the total amount of equipment required will arrive in approximately 60 articulated lorry journeys over the 6 week period of the installation.

There will be a maximum number of eight articulated lorry journeys on any one day with the average being less than two per day. The de-installation period will incur the same amount of trucks and frequency of visits.

Access to the site will be via York Way and Goods Way/Kings Boulevard with traffic management procedures in place to control the flow of vehicles into and out of the site. The principle contractor will ensure that no vehicles are left waiting in the carriageway and that no pedestrian routes are disrupted during the build of the structures and delivery of equipment.

In addition there will be a small number of smaller vehicles ranging from private cars to 17tonne rigid vehicles. Overall the level of vehicle movement will be low – particularly in comparison to those levels expected on a daily basis by the current operations of the King's Cross Central scheme the ongoing construction on site.

As such we do not anticipate any impact on traffic, the creation of queues or delays at critical junctions.

### Servicing the Venue

#### Fuel deliveries:

There will be fuel delivery once a week unless mains electricity is not available within the site. In the same manner as the construction traffic the existing HGV access will be through the gate to the corner of Goods Way and King's Boulevard. The vehicle will be a three axle 28 tonne rigid fuel tanker.

#### Waste and recycling:

At the end of each day the all bins will be emptied and placed into the site skip, which will be emptied once a week. In the same manner as the construction traffic the existing HGV access will be through the gate to the corner of Goods Way and King's Boulevard. The truck will be a three axle 28 tonne rigid waste management vehicle.

#### Bar and Concessions deliveries:

Bar and concession deliveries will be delivered to a dedicated lock up store based on site. The vehicles will range from small 'Transit' sized vans to 7.5 ton box vans.

We are expecting more than one delivery per day, so we will take care to see that deliveries do not take place at the same time. All deliveries and collections will be programmed to happen outside of site opening times, and not before 0800 or after 2200.

#### Emergency Access

The Emergency Evacuation Plan forms part of the Event Management Plan. There are two routes out of the venue for audience, cast, crew and staff members. Further details of the emergency evacuation can be found in the Venue Management Plan and a plan of this can be found on P-SE-KX-16-005.

In the event that the emergency services are called, emergency vehicles will access the site and be directed to the RVP at the entrance to the site for a briefing by the Duty Site Manager.

## Conclusion

In this document we have drawn individual conclusions relating to each identified transport issue. The resulting overall conclusion is that the event will have little significant impact on local transport networks and that the existing provision is adequate. Other identified issues will be covered by procedural measures, and in our Event Management Plan to deal with crowd movement issues.

## Contacts and Further Information

### Planning Application

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