

1MCo3 Main Works – Contract Lot S1

Route Management, Improvement and Safety Plan – London Borough of Camden S1 – WPo3b Stanhope Street Utilities Lorry Route

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Co1	Sheraj Miah	Lewis Gunn	Aaron Renker	TBC	For Information

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Abbreviations and Definitions

Busy Periods – the average daily forecast HGV trips (two-way) that exceed 50% of the 'Peak Month' of construction activity

CoCP – Code of Construction Practice

EMR – Environmental Minimum Requirements, which sets out the controls on how the project will be delivered, including the Environmental Statement, the Code of Construction Practice, the Undertakings and Assurances and the Route-wide Traffic Management Plan.

ES – High Speed 2 Environment Statement

Haul road – a haul route is a vehicle route which will generally run alongside the trace of the HS2 railway which will be used by construction traffic to move from a construction access point to a remote welfare facility or worksite.

Haul route crossing – the crossing of a haul route across a highway.

HS2 – High Speed 2 Phase 1

HGV – vehicles over 3.5t.

LLAU – Limits of Land to be Acquired or Used, used to show additional limits for other works (i.e. ancillary works such as the provision of environmental mitigation) as well as the limits of land required in connection with the construction and future maintenance of the project.

LOD – Limits of Deviation, used to show the limits within which the scheduled works, as listed in Schedule 1 of the High Speed Rail [London - West Midlands] Act 2017, may be constructed, to provide allowances for contingencies, working spaces and similar factors.

Lorry Routes – The routes to be used by HGVs agreed in accordance with Paragraph 6 of Schedule 17 to the High Speed Rail [London - West Midlands] Act 2017.

LTMP – Local Traffic Management Plan

NRSA – New Roads and Street Works Act 1991

Peak Month – The average daily forecast HGV trips (two-way) during the peak month of construction activity

Peak AM – 08:00-09:00

Peak PM – 17:00-18:00

PROW – Public Right of Way

ROMIS – Route Management, Improvement and Safety Plan

RTMP – Route-wide Traffic Management Plan

Schedule 4 – Schedule 4 of the High Speed Rail [London - West Midlands] Act 2017

Schedule 17 - Schedule 17 of the High Speed Rail [London - West Midlands] Act 2017

Schedule 33 part 1 - Schedule 33 of the High Speed Rail [London - West Midlands] Act 2017

SRN – Strategic Road Network - roads which are Motorways and Trunk Roads managed by the Highways England.

TfL – Transport for London

TLG – local Traffic Liaison Group

TLRN – Transport for London Road Network

TMA – Traffic Management Act 2004

TRO – Traffic Regulations Order

U&As – Undertakings and Assurances

VMS – Vehicle Management System

Related Documentation

The High Speed Rail (London – West Midlands) Act

The proposed Act makes a number of provisions related to traffic management associated or highway safety with the delivery of the project:

- Schedule 2 part 1 – trial holes ☐ Schedule 4 part 1 – highway access (temporary and permanent)
- Schedule 4 part 2 – highway interference (permanent stopping up, permanent obstruction, temporary interference, streetworks)
- Schedule 4 part 3 – construction and maintenance of new or altered highways
- Schedule 17 part 1 – road mud control measures, approvals for routes for Large Goods Vehicles
- Schedule 24 – street works and permit schemes
- Schedule 25 – Traffic Regulation Orders (and vehicle removals)
- Schedule 26 – lorry ban orders
- Schedule 33 part 1 – protective provisions for highways and traffic

How the provisions will be put into practice for permanent works and temporary works has been the subject of discussions with the highway authorities along the route of the HS2 alignment through the Highways Sub-Group to the Planning Forum.

Environmental Statement

The Environmental Statement and supplementary environmental statements (collectively referred to as the ES) accompanied the deposit of the hybrid Act and its additional provisions for Phase One of High Speed Two (HS2) for the proposed scheme.

Volume 5 of the HS2 Phase One environmental statement included a section on traffic and transport and was published in November 2013:

- the transport assessment that assesses the traffic and transport effects of the Phase One of HS2 on all relevant modes of transport, including cars, goods vehicles, public transport, equestrians, walking and cycling, waterways and air;
- potential transport mitigation measures that might be necessary to address significant adverse effects; and
- maps showing the significant residual transport effects from Phase One.

The ES identifies significant effects and any associated mitigation.

Information papers

A number of information papers have been prepared which provides further information on how the provisions of the Act are expected to be implemented. The main information papers which are relevant to the preparation of the RTMP are:

D11: Maintaining access to residential and commercial properties during construction;

E1: The Control of Environmental Effects

E5: Roads and Public Rights of Way

E13: Management of traffic during construction

1 Route management, improvement and safety plan (ROMIS)

1.1 Purpose

This Route Management, Improvement and Safety plans (ROMIS) will be submitted for information alongside Schedule 17 applications for approval of the lorry routes set out in the Environmental Statement (or other routes, as discussed as a part of pre-application discussions) prior to the commencement of main civil works.

The grounds whereby the local authority can refuse, or require modifications to, a Schedule 17 application for lorry routes are:

- to preserve the local environment or local amenity,
- to prevent or reduce prejudicial effects on road safety or on the free flow of traffic in the local area, or
- to preserve a site of archaeological or historic interest or nature conservation value and are reasonably capable of being so modified and are agreed with HS2 Ltd (or the nominated undertaker).

The purpose of this ROMIS plan will be:

- to set out the routes to be approved;
- to consider what physical changes are necessary to enable use by heavy construction vehicles;
- to confirm that the measures related to safety and the free flow of traffic have been considered and, as necessary, mitigated in the proximity of the construction access points.

The plans will include the measures considered necessary for the movement of heavy goods vehicles (HGVs) and include the proposed measures which will be subject to highway consultation and, as necessary, approvals. It is unlikely that measures to enable access will be required along A-classified roads, as they would be presumed suitable for two-way traffic including use by Larger Construction Vehicles.

This ROMIS plan may identify temporary, long term works to enable abnormal load movements, where routes can be identified in advance in consultation with the Traffic Liaison Group meetings and other stakeholders.

New lorry routes proposed will be subject to a further Schedule 17 application.

Implementation of improvement works within ROMIS plans will be subject to consultation with the relevant highway authority and will be reported at local TLG meetings, as necessary.

Contractors may consider the need for additional works, as a part of lorry route approvals or during construction, to improve journey time reliability.

2 Goods vehicle routes to be approved

2.1 Schedule of routes

Schedule 1 within Appendix A lists the roads within London Borough of Camden that are to be applied for as part of this temporary lorry route

Schedule 2 lists all of the structures located near to the routes.

2.2 Heavy goods vehicle (HGV) route plans

Plans showing the routes of large goods vehicles can be found within Appendix B.

2.3 Traffic flows

HGVs will predominately use the strategic road network (SRN) and Transport for London network (TRLN) in order to access the areas required. All deliveries will be directed to the VHA where they will be compliance checked and held prior to being directed onwards to their site access point.

The use of the VHA will help regulate the lorries on the network thus reduce any impact on the road network by reducing queuing.

It is envisaged that less than 24 daily movements would be associated with this temporary lorry route.

3 Accessibility for HGVs

3.1 Implementation

Implementation measures under consideration for construction of the use of this of this lorry route within the London Borough of Camden are:

10mph advisory signage

- 10mph advisory signage is being used for the Regents Park Estate and Park Village East.



Figure 1 – 10mph advisory signage

Lorry Route directional signage

- Directional signage to advise drivers of correct route may be implemented along the route



Figure 2 – Lorry route directional signage

Mackworth Street, Harrington Street and Varndell Street Parking suspensions

- The current proposed lorry route requires 17 parking bays to be suspended between Stanhope Street and Hampstead Rd so that a ridged flatbed truck can safely make the required turns to access the TLRN
 - Mackworth Street 6 bays
 - Harrington Street 7 bays
 - Varndell Street 4 bays

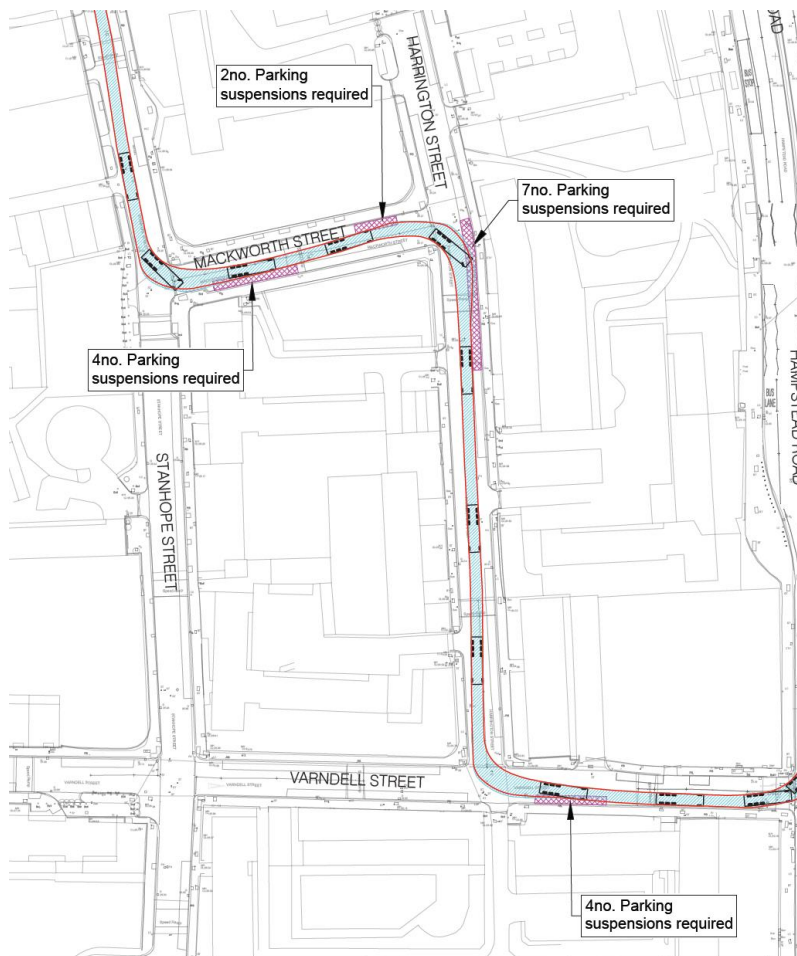


Figure 2 – Parking bay suspensions required

Hampstead Rd Central Island cut back

- For vehicles to safely turn left onto Hampstead Rd from Varndell St approx. 2m of the existing central island opposite Varndell St needs to be removed. This will be subject to a Schedule 4 submission to TfL in advance of the lorry route being used.

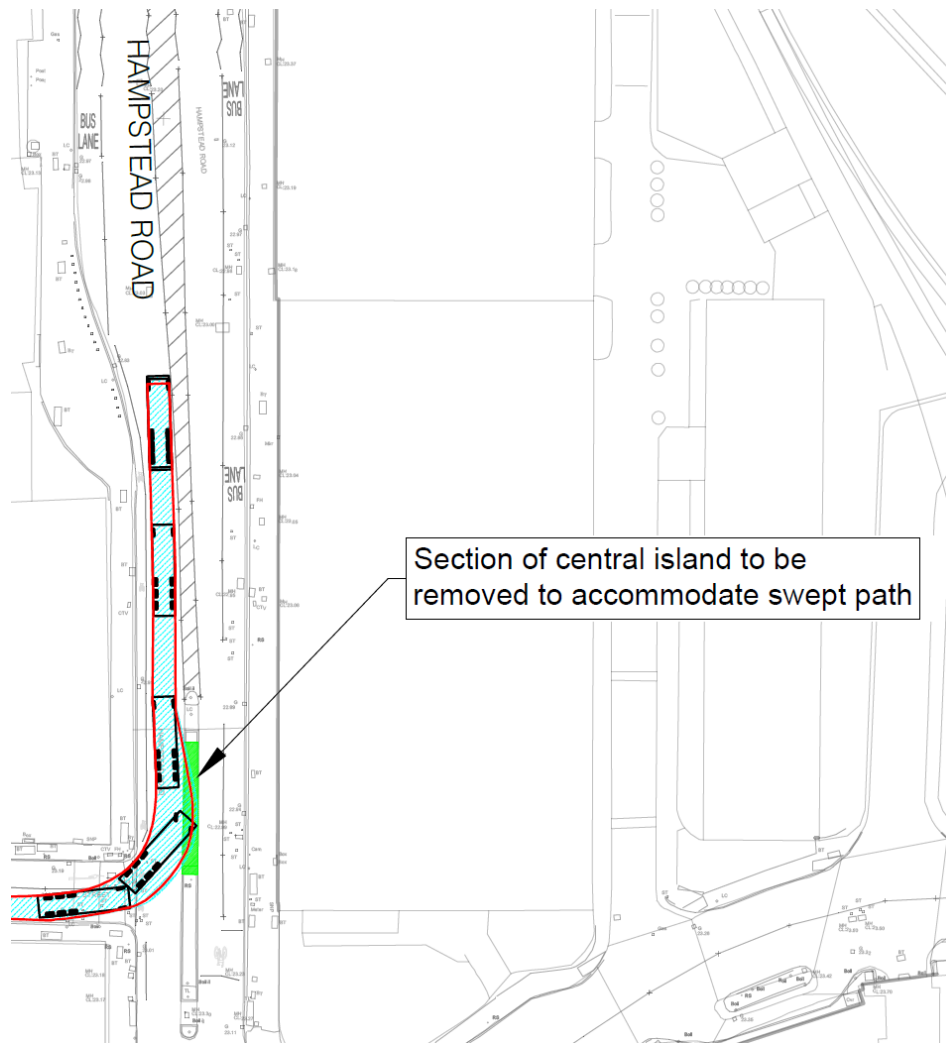


Figure 3 – Hampstead Rd Central Island cut back

Vehicle type

- Due to the radius of certain corners on the proposed route the type of vehicles using the route will be limited to ridged vehicles under 11m in length. Typical vehicle details are shown in figure 4 and site activity whilst the route allows for the majority movements to be either flatbed or concrete vehicles.

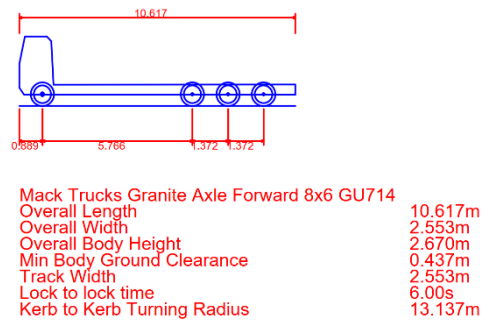


Figure 4 – Typical ridged vehicle

3.2 Required HGVs vehicle order exemptions

London Borough of Camden is within the Low Emission Zone (LEZ) and parts fall within the Ultra Low Emission Zone (ULEZ). All vehicles are to comply with the Code of Constriction Practice and Information Paper E31 regarding vehicle emissions and classification.

3.3 Required traffic regulation orders (TROs)

None required

3.4 Site Access

For information regarding site safety and operation please refer to the relevant Construction Logistic Plan (CLP).

Where possible, existing site accesses will be utilised, any new access points or modifications to existing will be detailed within the table below.

Compound / Worksite	Works Required to be undertaken	Capacity Requirements	Safety Requirements	Details
Granby Terrace Overbridge	None	None	None	Hampstead Road haul road access – established access.
Carriageway Shed and Park Village East				Stanhope Street / PVE access – site established by EWC.
Hampstead Road Overbridge (N)				Granby Terrace / Hampstead Road access – not currently in use.
Park Village East (North) Satellite Compound	Creation of works access "lay-by" at street level.	None	None	The temporary Park Village East/Euston Cavern access point will require the northern footpath to be closed and hoarded off from use. The hoarding will extend beyond the footway and into the carriageway. At this location Park Village East is one-way, therefore a 3.25m (min) lane will be maintained at all times for continued use by vehicles and cyclists, with pedestrians able to use the opposite footway.
ZSL London Zoo (Vehicle Holding Area)	None	None	None	Site established.
Adelaide Road	Creation of works access "lay-by" at street level.	None	None	The temporary Adelaide Road access point will require the southern footpath to be closed and hoarded off from use adjacent to the worksite limits. The hoarding will extend beyond the footway and into the

				carriageway. In order to maintain 2-way traffic along Adelaide Road the central hatching and traffic islands will be removed.
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4 Undertakings and assurances (U&As)

4.1 General route-wide assurances

Schedule 3 within Appendix C lists the general route-wide Undertakings and Assurances (U&As) within the London Borough of Camden.

4.2 Specific undertakings and assurances related to lorry routes in London Borough of Camden

Schedule 4 within Appendix C lists the U&As within the London Borough of Camden that affect Transport for London.

Below are the U&As that affect the proposed lorry routes.

Regent's Park Road is not listed within Schedule 1 of Appendix A, therefore will not be used to deliver the works, unless directed to do so by the local highway authority or police.

1812	Mornington Place	The Secretary of State will require the nominated undertaker to use Mornington Place as a construction route only in the event that access to the Mornington Street overbridge compound from Arlington Road or Clarkson Row is inhibited, or in the case of an emergency or if required to do so by the London Borough of Camden.
2060	Regent's Park Road	Except in the case of utility works, the Promoter does not intend construction traffic required in connection with the authorised works to be routed via Regent's Park Road and will not seek to have traffic diverted along that road unless directed to do so by the local highway authority.
2379	Adelaide Road	During the construction of the Adelaide Road ventilation shaft the Secretary of State will require the Nominated Undertaker to keep one lane of Adelaide Road open to traffic at all times with traffic light control to permit two directional flows, subject to any short term closures (typically expected to be no more than one to two days) for initial construction works and except in the case of emergency, emergency works, where a closure is necessary due to unforeseen circumstances, or otherwise with the approval or at the direction of the Highway Authority.

Appendix A

Schedule 1 – List of roads to be used as lorry routes

Roads for approval			
Road Name	Start point (junction with)	End point (junction with)	Authority
Mackworth Street	Entire length		LB Camden
Harrington Street	Mackworth Street	Varndell Street	LB Camden
Varndell Street	Harrington Street	Hampstead Road	LB Camden
TLRN	Entire length		TFL

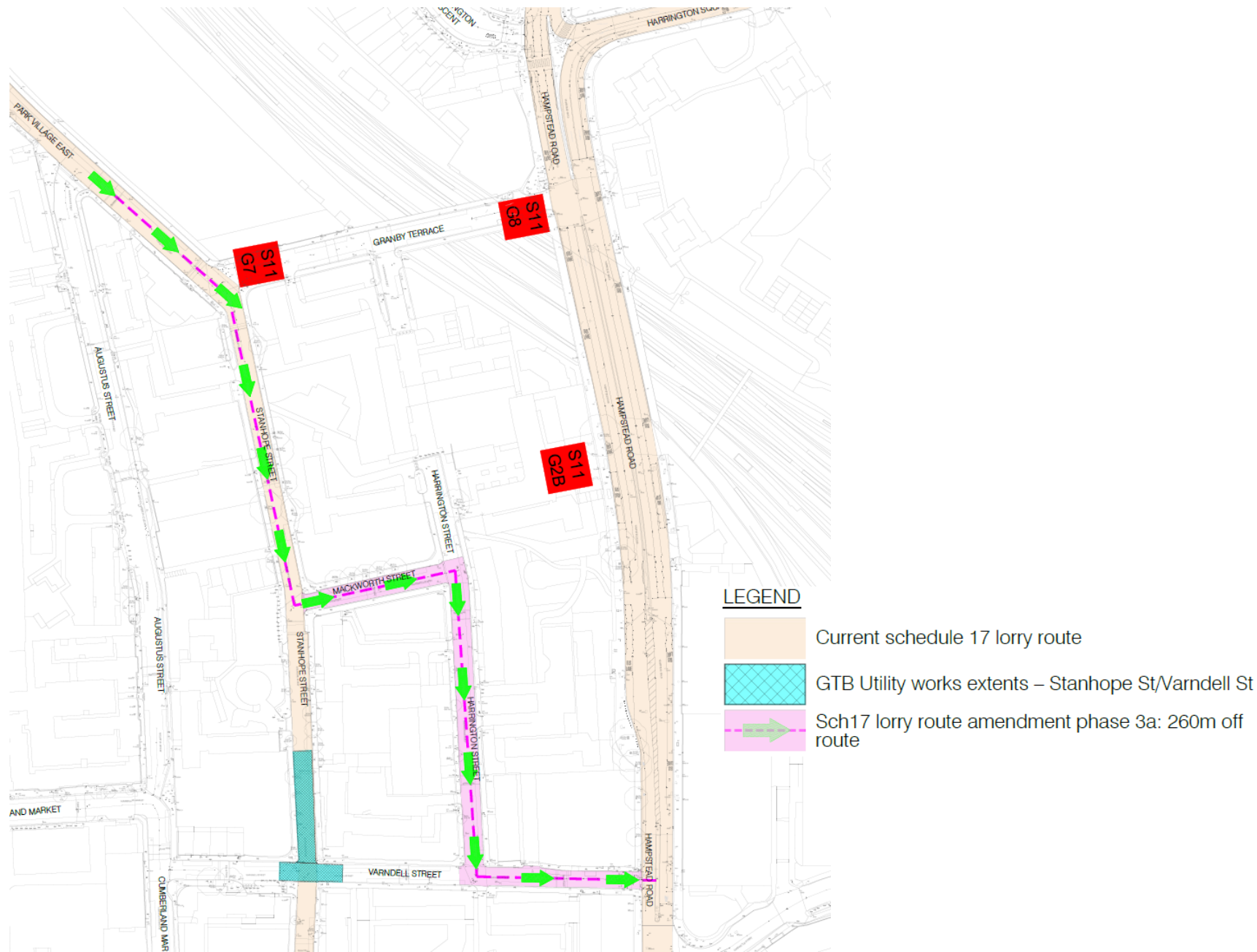
Schedule 2 – List of structures / restrictions located on or near lorry routes

Road Name	Start Point (Junction with / Feature)	Restriction feature	Restriction type	Restriction details	Authority	Comments
A503 Camden Road	Camden Road Station	Railway bridge	Height restriction	4.7m or 15'6"	Network Rail	Structure number ELR: BOK1
A503 Camden Road	Regent's Canal	Road bridge				
A5200 York Way	HS1 link	Railway bridge	Height restriction	5.2m or 17'1"	Network Rail	
A5200 York Way	Regent Canal	Road bridge				
A4200 Eversholt Street	A400 Oakley Square	Vehicle Length	Vehicle Length	Max length 40'0" Except for Access	LB Camden	
A4200 Eversholt Street	A501 Euston Road	Vehicle Manoeuvre	Vehicle Manoeuvre	No right turn onto A501 Euston Road	London Borough of Camden	
A400 Kentish Town Road	Camden Gardens	Railway bridge				
A400 Kentish Town Road	Regent's Canal	Road bridge				
A400 Camden Street	Camden Gardens	Railway bridge				
A400 Camden Street	Regent's Canal	Road bridge				
A502 Camden High Street	Camden Lock	Railway bridge				
A502 Camden High Street	Regent's Canal	Road bridge				
B509 Adelaide Road	A502 Chalk Farm Road	Vehicle Manoeuvre	Vehicle Manoeuvre	Right turn only	LB Camden	
A41 Park Road	Regent's Canal	Road bridge				
A41 Park Road	A501 Marylebone Road	Vehicle Manoeuvre	Vehicle Manoeuvre	No left turn	TfL	
A501 Euston Road (Westbound)	Eversholt Street	Vehicle Manoeuvre	Vehicle Manoeuvre	No right turn	TfL	
A501 Euston Road (Westbound)	Melton Street	Vehicle Manoeuvre	Vehicle Manoeuvre	No right turn	TfL	
Hampstead Road	WCML	Road bridge				Due to be replaced as part of main works
Granby Terrace	WCML	Road bridge				Due to be replaced as part of Early Works

Road Name	Start Point (Junction with / Feature)	Restriction feature	Restriction type	Restriction details	Authority	Comments
Mornington Street	WCML	Road bridge				
A4201 Gloucester Gate	Delancey Street	Road bridge				
A41 Finchley Road	B509 Adelaide Road	Road bridge				
A502 Hawley Road	A400 Kentish Town Road	Vehicle Manoeuvre	Vehicle Manoeuvre	Ahead only	LB Camden	

Appendix B: HGV route plans

Overview of LBC lorry routes for approval



Appendix C:

Schedule 3 – General route-wide Undertakings and Assurances (U&A)

U&A Reference ID	To Whom	Subject	U&A Text
40	General	Vehicular access to residential and commercial premises	Where reasonably practical, vehicular access will be maintained to residential and commercial premises.
48	General	Transportation of excavated materials	For distances where it is reasonably practicable excavated material will be moved along the construction corridor of the Proposed Scheme. For longer distances or when it is not reasonably practicable to use the construction corridor, excavated material will be transported by public highway along designated construction routes. Where reasonably practicable, rail has been considered for the transportation of large quantities of excavated material over long distances.
52	General	Roads	In some places, road diversions or realignments may be required to connect with a new crossing over or under the railway. Where reasonably practicable these will adopt the shortest route consistent with design and safety requirements. As well as aiming to minimise the impacts on vehicular traffic, the needs of non-motorised users (i.e. pedestrians, cyclists and equestrians) have also been considered when developing new road layouts.
2784	General	Pedestrian, cycle and public transport links	Where reasonably practicable, we will maintain existing pedestrian, cycle and public transport links between communities and their local facilities, amenities and countryside.
53	General	Temporary or permanent realignment or diversion of a public right of way	Where a temporary or permanent realignment or diversion of a public right of way is unavoidable, the shortest practicable route has normally been adopted. In a few cases, users will be redirected using a reasonably convenient alternative route to a nearby public right of way or road, if suitable for non-motorised users prior to closure, with appropriate signing. Temporary arrangements required during construction will remain in place until the public right of way is either re-established or a permanent diversion or realignment is constructed. Public rights of way will also be re-established where 'cut and cover' tunnelling techniques are used.
54	General	Public rights of way - temporary closures	Where several nearby public rights of way are affected during construction, any temporary closures will be phased, where reasonably practicable, to help maintain public access.

U&A Reference ID	To Whom	Subject	U&A Text
56	General	Maintaining bus route	Where bus routes are affected by temporary road closures during construction, a diversionary route and (where necessary) temporary bus stops will be identified. In a few cases, there may be permanent changes to bus routes the nominated undertaker will work with local authorities and transport operators to develop suitable alternative arrangements.
2129	General	Effect of construction on bus routes	In the case of other bus services provided by local authorities under statutory and policy-based obligations, such as home to school transport and adult social care services, these may also be subject to temporary diversion and to some delay. The nominated undertaker will discuss any potential implications arising during construction with the relevant local authorities during preparation of local traffic management plans and again in advance of works taking place in those locations.
2130	General	Meeting needs for cyclists and other vulnerable road users	During the construction phase, meeting the needs for cyclists and other vulnerable road users will be a key consideration when plans are prepared for road closures or other works in the highway that could disrupt existing routes.
2131	General	Design of cycling infrastructure	The design of cycling infrastructure will be informed by relevant advice and guidance published by the Department for Transport (DfT) and Highways England. Due regard will also be given to the applicable aspects of other reference documents, including the Welsh Government's Active Travel Design Guidance in relation to rural roads, Transport for London's London Cycling Design Standards in relation to urban roads, and other relevant standards or guidance (or successor documents of similar scope) as appropriate.
64	General	Temporary traffic management measures	All temporary traffic management will be implemented and maintained in accordance with relevant guidance and codes, such as Chapter 8 of the 'Traffic Signs Manual', and with 'Safety at Street Works and Road Works' (both published by Department for Transport). Traffic management will have due regard for the needs of vulnerable road users.
66	General	Traffic liaison meetings	Once contractors have been appointed, regular traffic liaison meetings will be arranged with highway authorities, bus operators, taxi and trade representation (as appropriate), and the police - other emergency services will be included, as appropriate. These meetings will provide an opportunity for contractors to present proposals for future works affecting the highway, including methods of construction and proposed programme, and for a review of the associated traffic management requirements.
67	General	Traffic management proposals	Some traffic management proposals may require Traffic Regulation Orders under the Road Traffic Regulation Act 1988 to cover measures such as the introduction of one-way streets, banned turns, and temporary speed limits. These will be discussed at the liaison meetings. Applications for these orders will be made to the relevant traffic authority and advertised locally in the normal way.
68	General	Local liaison during construction	Liaison will continue on a more local basis during construction to discuss specific day-to-day issues around construction traffic management as they arise. This is likely to involve the nominated undertaker, the HS2 contractor(s), highway authority officers responsible for traffic management, highway maintenance, street lighting, traffic signals, walking, cycling and public transport services (as well as utility company representatives where necessary).

U&A Reference ID	To Whom	Subject	U&A Text
2132	General	Management and control of construction vehicles	<p>2.2 The construction of a project on the scale of HS2 will require the removal and delivery of large quantities of materials throughout the main construction phase along the line of route. For this paper, construction traffic means all vehicles over 3.5 tonnes which are making deliveries of construction equipment or materials, or moving quantities of spoil on public roads. Controls on the movement of construction traffic will only apply to large goods vehicles over 7.5t, where there are more than 24 movements to and from a site each day. The safety requirements will apply to all construction vehicles and drivers regularly accessing the worksites, not just large goods vehicles.</p> <p>2.3 Construction vehicles and their impact on road safety will be managed, monitored and controlled by:</p> <ul style="list-style-type: none"> - a vehicle booking system; - vehicle flow monitoring; - vehicle identification; - driver training in vulnerable road user awareness and rural road driving; - requirements for vehicle safety equipment and blind spot minimisation; - the implementation of fleet operator quality schemes; and - the implementation of route and flow monitoring, including
2133	General	Vehicle booking system	<p>3.1 The vehicle booking system will:</p> <ul style="list-style-type: none"> - enable the nominated undertaker to manage and monitor the overall flow of construction vehicle movements and seek to avoid vehicles queuing on the highway; - monitor the overall volume of vehicles passing a specific location during particular hours where required through an undertaking or assurance; and - enable principal contractors to plan their scheduling of vehicle movements for each site in advance of arrivals. <p>3.2 Principal contractors will be required to use the system to advise the nominated undertaker of future planned vehicle movements to ensure that site capacities are not exceeded and movements are only planned for permitted working hours.</p> <p>3.3 Principal contractors will, through linked mobile devices, enter into the system actual vehicle arrival times at construction sites and provide management information such as registration, vehicle type, operator, load type, utilisation, origin, driver details and vehicle safety equipment compliance.</p> <p>3.4 The system will enable the production of reports covering adherence to plans, actual movement details and safety</p>

U&A Reference ID	To Whom	Subject	U&A Text
2134	General	Automatic Number Plate Recognition (ANPR) technology	A number of undertakings and assurances require that HS2 large goods vehicles or all construction traffic flows on specific roads do not exceed a specified hourly volume. Automatic Number Plate Recognition (ANPR) technology will be used on such routes, and the data checked against the vehicle booking system.
2135	General	Mobile NPR monitoring and GPS	4.2 Mobile ANPR monitoring will also take place on roads which are not approved lorry routes to ensure that no more than 24 HS2-related large goods vehicles per day to or from a site are using the route, for example in response to complaints. 4.3 Certain fleet vehicles will also be required to use technology, such as Global Positioning Satellite vehicle tracking to enable compliance to be demonstrated over a wider area.
2136	General	Vehicle identification	5.1 All vehicles over 3.5t employed on construction will be required to display an A4 size identifier, stating "HS2", inside the cab windscreen in a position that does not obscure the driver's visibility. It should only be in use when the vehicle is on HS2 business. 5.2 The purpose of the identifier is to allow emergency services, stakeholders and the public to identify HS2 vehicles when off permitted routes, parked inappropriately, badly driven or when involved in a road traffic incident.
2137	General	Fleet Operator Recognition Scheme (FORS) standard and ISO39001	Fleet operators of vehicles employed on HS2 construction will ensure their operation meets the standards of an approved, annual, independent fleet management audit. Such quality standards are the Fleet Operator Recognition Scheme (FORS) standard or, for non-UK operators, ISO39001. Other quality management plans may also be considered, so long as they address the themes of the FORS standard and have independent auditing. Light van fleets can follow the Van Excellence code in place of FORS.
2139	General	The Construction Logistics and Cyclist Safety (CLOCS)	The Construction Logistics and Cyclist Safety (CLOCS) standard is a voluntary standard that has been developed to protect vulnerable road users. Principal Contractors, and their supply chain, will be required to follow appropriate CLOCS requirements.
2140	General	Driver training for vehicles over 3.5t	7.2 Drivers of vehicles over 3.5t who regularly attend any HS2 worksites must have been trained in vulnerable road user awareness on a course approved by HS2. Further training will be required regarding rural driving and fuel efficient driving. 7.3 The nominated undertaker will approve courses, but principal contractors will be responsible for ensuring drivers in their supply chain are appropriately trained. 7.4 If, after a period of regularly driving for HS2 contractors, appropriate training has not been undertaken, the driver will be disqualified from attending any HS2 worksite until training has been completed.

U&A Reference ID	To Whom	Subject	U&A Text
2141	General	Vehicle safety - over 3.5t	Vehicles over 3.5t regularly attending any HS2 worksite, as well as complying with all legal regulations and standards, will be required to have the following safety equipment fitted and in full working order at the start of each working day: <ul style="list-style-type: none"> - prominent signage warning other road users not to get too close to the vehicle. (This will also apply to certain construction vehicles less than 3.5t); - side under run guards on both sides, unless site conditions mean that they are not capable of being fitted; - blind spot minimisation, which may be a combination of Class IV, V and VI mirrors, a camera system for blind spots, audible or visual front nearside driver alerts and audible nearside left turn and reversing external warnings. Fresnal lenses will not be considered adequate for blind spot minimisation.
2142	General	Vehicle safety - over 7.5t	Vehicles over 7.5t used for the movement of mass material must also have a four-way or 360 degree camera system fitted that can store up to two weeks data and which may be viewed by the principal contractor on a "just cause" basis.
2413	General	Vehicle safety compliance	<p>7.7 Vehicles failing to comply with any of the above requirements will not be allowed on HS2 worksites, and drivers would be subject to suspension from all HS2 worksites.</p> <p>7.8 Other vehicle safety standards will also apply and whilst failure to comply will result in vehicles being turned away from HS2 worksites, a driver suspension policy would not apply. The additional standards are:</p> <ul style="list-style-type: none"> - no tinted windows; - clean standard registration plates; - have a working beacon fitted; - only carry passengers for the number of seats fitted; - not carry alcohol; - carry emergency aids, such as a first aid kit; - not carry children or pets; and - have winter tyres fitted where it is an employer policy for works vehicles. <p>7.9 Where appropriate, vehicle safety measures can be extended, so that as technology and vehicle design improves</p>
73	General	Airborne Noise	The nominated undertaker will take all reasonable steps to design and construct altered roads, and to design, construct, operate and maintain the operational railway so that the combined airborne noise from these sources, predicted in all reasonably foreseeable circumstances, does not exceed the lowest observed adverse effect levels set out in Table 1 of Appendix B. [please consult Information Paper E20 to view this table: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/374901/Control_of_airborne_noise.pdf]
75	General	Airborne noise & road alteration	Where it is not reasonably practicable to achieve this objective, the nominated undertaker will reduce airborne noise from the altered roads and the operational railway as far as is reasonably practicable.

U&A Reference ID	To Whom	Subject	U&A Text
1237_04	United Kingdom Oil Pipelines Limited	Access to pipelines	<p>*Please refer to Clause 1 of the undertaking for the appropriate interpretations and definitions*</p> <p>g. If in consequence of the exercise of the powers of the Bill the access to any pipelines is materially obstructed the nominated undertaker shall, so far as reasonably practicable, provide alternative means of access to such pipelines which is no less convenient than the access enjoyed by the company prior to the obstruction.</p>
2176	Cyclists' Touring Club	Route-Wide Traffic Management Plan	<p>In accordance with the Promoter's Route-Wide Traffic Management Plan (RTMP) for Phase One of HS2, the Secretary of State will require the Principal Contractor to demonstrate, within the Logistics Environment, Sustainability and Safety Management Plan (ESSMP), how the supply chain will:</p> <p>a. Adopt additional innovation or technology to remove blind spots and prevent underrunning (beyond the safety requirements set out in the RTMP). This could include retrofitting HGVs with doors which provides for improved visibility;</p> <p>b. Demonstrate how vehicles used on the highway which are to be purchased or leased for use on the project will be the latest designs available which address driver visibility, particularly lateral visibility, and which minimise the height of the driver seat above road level (except where otherwise stated in the RTMP); and</p> <p>c. How this will be implemented, avoiding less vulnerable road user friendly vehicles being moved down the supply chain.</p>

Schedule 4 – Undertakings and Assurances (U&A) within London Borough of Camden and that affect Transport for London

U&A_1108	<p>The Secretary of State will require the Nominated Undertaker, to produce Local Traffic Management Plans (LTMPs) within the London Borough of Camden prior to the commencement of any works under the Bill and keep them updated, in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders. The LTMP(s) will include, as appropriate:</p> <ul style="list-style-type: none"> • details of permitted access routes and accesses for construction traffic; • details of site boundaries and the main access/egress points for worksites and compounds; • details of temporary and permanent closures and diversions of highways and other public rights of way (including timing); • a list of roads which may be used by construction traffic in the vicinity of the site including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop off and pick-up periods and any commitments set out in the register of Undertakings and Assurances; • details of phasing of works; • the proposed traffic management strategy; • other measures which will affect the highway, such as lorry holding areas (including timing of use); • proposals for the regular operation of traffic liaison groups with key stakeholders to ensure that programmes of HS2 works are shared and which will assist with the highways authorities to carry out their network management duties; • a register of applications for consents associated with temporary traffic management measures. <p>In relation to lorry management, LTMPs will include details of the following, where appropriate:</p>
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	<ul style="list-style-type: none"> • timing of site operations and timing of traffic movements; • local routes to be used by lorries generated by construction activity; lorry holding areas; • lorry holding areas on- or off-highway, how they will be laid out and operated (including timing of operation); • weighbridge(s) at a suitable location(s) on site to monitor compliance with vehicle weight restrictions.
U&A_1308	The Secretary of State will only exercise powers under the Bill in relation to Albert Street north (land parcels 165 and 166) for the purpose of, and in connection with, the diversion of utilities. After the completion of these works, it will no longer be used as a construction route unless the Promoter is required to do so by the London Borough of Camden under Schedule 17 of the Bill.
U&A_2292	The Promoter will require the nominated undertaker to ensure that vehicles over 3.5t axle weight regularly attending a worksite(s) used for the purpose of the Works display a notice that identifies the vehicle as being operated as for the purposes of the Proposed Scheme.
U&A_2038_04	<p>In the exercise of the powers conferred under paragraph 1 of Schedule 2 to the Bill the Nominated Undertaker shall seek to maintain open Dumpton Place from its junction with Gloucester Avenue for traffic purposes to the Property throughout the construction period for the works to be authorised by the Bill. Use of Dumpton Place by vehicular traffic may be restricted from time to time in connection with temporary works and utilities works to be undertaken. The Nominated Undertaker shall give as much notice in advance to the Petitioner as is reasonably practicable in circumstances where vehicular access along Dumpton Place is required to be temporarily prevented.</p> <p>12.1 Any notice in writing that is to be given by the Promoter to the Petitioner shall be deemed effectively given if it is sent by recorded delivery or by registered letter addressed to English Rose Estates (Primrose Hill) Limited For the Attention of Scott Levy care of 70 Charlotte Street London W1T 4QG or any other address notified in writing to the Promoter from time to time, or otherwise served in a manner acceptable under the Bill.</p>

U&A_2103	The Promoter will take forward this recommendation through the development of the Local Environmental Management Plan (LEMP) and Local Traffic Management Plans, which it will develop with input from the local authority. Working hours will be agreed with the relevant local authority on behalf of local residents as part of securing the necessary consents under Section 61 of the Control of Pollution Act 1974.
U&A_1190	Subject to any necessary order or consent from the London Borough of Camden to allow the use of Park Village East by two way traffic, the Promoter will require the Nominated Undertaker to maintain vehicular access to No. 2 Park Village East, London, NW1 7PX for the duration of works at Park Village East for the construction of the Proposed Scheme. Vehicular access to the driveway of No. 2 Park Village East may be restricted from time to time in connection with deliveries, construction traffic and utilities work to be undertaken for the purposes of the project, and any other unforeseen circumstances, although reasonable efforts will be made to provide access wherever practicable.
U&A_2357	The Promoter will require the Nominated Undertaker to require its contractors, in constructing the Proposed Scheme in the London Borough of Camden, to use ready-mix concrete lorries with a minimum capacity of 8 cubic metres, except in the case of an emergency or where it is necessary in order to ensure the safe construction of the works to use vehicles of a lesser capacity.
U&A_2364	The Nominated Undertaker will continue to keep the requirement for and design of the replacement Hampstead Road Bridge under review during the detailed design stage with a view to further mitigating the impacts on the community in so far as is reasonably practicable, within Bill powers and is within the scope of the environmental assessment carried out in connection with the Bill.
U&A_2379	During the construction of the Adelaide Road ventilation shaft the Secretary of State will require the Nominated Undertaker to keep one lane of Adelaide Road open to traffic at all times with traffic light control to permit two directional flows, subject to any short term closures (typically expected to be no more than one to two days) for initial construction works and except

	in the case of emergency, emergency works, where a closure is necessary due to unforeseen circumstances, or otherwise with the approval or at the direction of the Highway Authority.
U&A_1102	<p>The Secretary of State will require that the Nominated Undertaker prepare construction workforce travel plans, through engagement with the relevant highways authority, with the aim of encouraging the use of sustainable modes of transport to reduce the impact of workforce travel on local residents and businesses in the London Borough of Camden.</p> <p>The Nominated Undertaker's objectives to support these aims will include:</p> <ul style="list-style-type: none"> • effective management of construction worker traffic to minimise damage to the environment, impact on the surrounding road network, danger to road users and disturbance to neighbouring properties; and • the introduction of measures to reduce single occupancy car journeys by staff working on construction sites through the encouragement of car-sharing, use of available public transport, cycling and walking to work where reasonably practicable.
U&A_1103	<p>The Secretary of State will require that the Nominated Undertaker during construction works, will ensure, insofar as is reasonably practicable that the impacts from construction traffic on the local community in the London Borough of Camden (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) are mitigated by its contractors where reasonably practicable.</p> <p>For the avoidance of doubt, the Secretary of State confirms that transport assurances provided to the London Borough of Camden shall be subject to the Nominated Undertaker securing all requisite consents under Schedule 4 and 17 of the Bill.</p>
U&A_1104	The Secretary of State will require the Nominated Undertaker to prepare Local Traffic Management Plans in liaison with the London Borough of Camden, Transport for London and the emergency services.

	<p>For the avoidance of doubt, the Secretary of State confirms that transport assurances provided to the London Borough of Camden shall be subject to the Nominated Undertaker securing all requisite consents under Schedule 4 and 17 of the Bill.</p>
U&A_1105	<p>The Secretary of State will require the Nominated Undertaker to ensure that Traffic Liaison Group (TLG) meetings will take place to enable consultation on the temporary management programme, enable the highway authority to carry out its obligations to ensure there is a co-ordinated approach to traffic management in its area and ensure that local authorities, emergency services and bus operators are aware of programme construction activities that could have an impact on the local strategic road network. The TLG meetings will take into account concurrent construction activities from other schemes.</p>
UA&A-1106	<p>The Secretary of State will require that the Nominated Undertaker will maintain public access along the highway and over other areas where the public has access, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks in the London Borough of Camden can continue to operate effectively. Where this is not reasonably practicable, alternative measures shall be identified by the Nominated Undertaker to maintain continual public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites within the London Borough of Camden. The impact of road based construction traffic will be reduced by implementing and monitoring clear controls on vehicle types, hours of site operation, parking and routes for large goods vehicles. Without prejudice to any other requirements to do so, the Nominated Undertaker will take reasonable steps to ensure that the London Borough of Camden is notified of those controls and informed of any changes to them.</p>
U&A_1107	<p>The Secretary of State will require the nominated undertaker to, where reasonably practicable, retain access for pedestrians and cyclists where safe and appropriate to do so, including where a highway is closed to other traffic under the powers of the Bill. Prior to any formal application under the Bill relating to traffic or highways proposals, site specific measures will be discussed with highway authorities and emergency services through the Traffic Liaison Group meetings established in accordance with the Code of</p>

	Construction Practice and the Route-wide Traffic Management Plan. Examples of the measures will include:
U&A_1109	Lorry routes will be set out in the LTMPs and as set out in the Planning Memorandum, the Nominated Undertaker will have forward discussions, where reasonably practicable, on lorry route applications prior to submission.
U&A_1110	<p>The Secretary of State will require the Nominated Undertaker to produce and update (where reasonably required) site specific traffic management measures within the London Borough of Camden and where reasonably practicable to discuss the site specific traffic management measures with the highways authorities and the emergency services. The site specific traffic management measures will include the following, as appropriate:</p> <ul style="list-style-type: none"> • details about specific traffic management, within site specific plans; • road traffic management layouts and signage including works necessary for site access for construction traffic, which will be subject to consultation with the relevant highway authority; • installation of appropriate signage indicating all temporary and permanent diversions of PRow • measures to be implemented to reduce construction traffic impacts, or impacts associated with parking on residential streets; • measures to minimise impact on highway users; • retaining access for cyclists and pedestrians, where safe and appropriate; • timing of traffic management operations, if their scope can be undertaken during off-peak, night or weekend working; • parking controls; • measures to ensure that construction vehicles do not cause damage to highways, and measures to ensure that any damage to grass verges is repaired and reinstated; • requirements relating to the movement of traffic from business and commercial operators of road vehicles, including goods vehicles; • controls to reduce environmental impacts to nearby receptors and consideration of temporary reduced speed limits around worksites; • co-ordination with utility companies and service diversions; and • - winter gritting plans, which will complement those of the relevant highway authority.

U&A_1111	The Secretary of State shall require that the Nominated Undertaker and its contractors shall carry out such monitoring as is necessary to ensure compliance with the requirements of the CoCP, and this will include the maintenance of records of traffic management measures. The monitoring programme, the approach to regular consultation with highway authorities and emergency services and the control processes will be required to be set out in the Environmental Minimum Requirements. The Secretary of State will require the nominated undertaker to set out within the Route-wide Traffic Management Plan, in accordance with the Code of Construction Practice, appropriate measures to require monitoring for the purpose of identifying deviation of Large Goods Vehicles from authorized construction routes , and where there has been an identified deviation, this may result in the issue of a Traffic Enforcement Notice (TEN) and the principal contractor will be alerted to this breach.
U&A_1113	<p>The Secretary of State will require the nominated undertaker to prepare and maintain a Route Management, Improvement and Safety Plan (ROMIS) as set out within the Route-wide Traffic Management Plan prepared in accordance with the Code of Construction Practice. The objective of the ROMIS plan will be to demonstrate that the traffic grounds for refusal of a route as set out in Schedule 16 to the Bill have been appropriately considered. The ROMIS plan shall:</p> <ul style="list-style-type: none"> • set out the construction routes to be approved in accordance with Schedule 17 to the Bill; • consider what physical changes to the highway and other land are necessary to enable use by Large Goods Vehicles; • confirm that the measures related to safety and free flow of traffic have been considered and, as necessary, mitigated in the proximity of the construction access points.
U&A_1114	The Secretary of State will require the nominated undertaker to comply, as far as reasonably practicable, with the Construction Logistics for Cyclist Safety (CLOCS) standards and the First Operator Recognition System (FORS) or such equivalent or better standards or system that may replace them.
U&A_1115	The Secretary of State will require the nominated undertaker to work with the London Borough of Camden (including through the production and

	periodic review (with the participation of the London Borough of Camden and TfL) of the Local Traffic Management Plan and through the Traffic Liaison Group) to ensure the Nominated Undertaker supports them as the local highway authority to enable them to carry out their obligations to ensure there is a coordinated approach to traffic management in their area and address local issues as they arise. The Local Traffic Management Plan for Euston will be the subject of regular review to enable it to continue to address local circumstances while recognising HS2's cost and programme constraints.
U&A_1156	The Secretary of State will require the nominated undertaker so far as reasonably practicable to consider opportunities for joint use of construction sites with other construction projects within the London Borough of Camden area insofar as it does not impact the timely, economic and safe delivery of the Proposed Scheme.
U&A_1158	The Secretary of State will require the nominated undertaker so far as reasonably practicable to coordinate activities on and relating to the various construction sites in the London Borough of Camden so as to reduce the combined impact of HS2 construction within the London Borough of Camden area insofar as it does not impact the timely, economic and safe delivery of the Proposed Scheme. This will include, but not be limited to, the coordination of applications for consent under section 61 of the Control of Pollution Act 1974.
U&A_1160	<p>The Secretary of State will require the Nominated Undertaker to seek reasonably practicable measures to further reduce or avoid significant effects on schools, in doing so the Promoter will continue to consult the London Borough of Camden and the schools. Such measures could include but are not limited to:</p> <ul style="list-style-type: none"> • the provision of acoustic installations, including glazing, and associated ventilation; • the provision of air handling equipment; • the provision of high hoardings; • no noisy works being carried out in the vicinity of the school during examination periods; • the use of additional lorry control methods and banksmen.

U&A_1162	The Secretary of State will require the Nominated Undertaker and/or its contractors, in accordance with paragraph 6(2) of Schedule 4 to the Bill, to maintain pedestrian access to and from the relevant schools during term time and normal operating hours of the relevant schools save where it is necessary to temporarily suspend access in the case of an emergency or for the implementation of traffic and pedestrian measures.
U&A_1163	The Secretary of State will, during detailed design and during construction planning of the HS2 works in the London Borough of Camden, require the Nominated Undertaker and/or its contractors to consult the local community, the London Borough of Camden and other Stakeholders in the London Borough of Camden in order to develop the Local Traffic Management Plans (LTMPs). These LTMPs will develop mechanisms and requirements for the management of protecting school pupils and other vulnerable road users (including all pedestrians).
U&A_1164	The Promoter will continue to consult the local community, local schools and the Local Education Authority to understand the potential impact of the scheme on schools and what mitigation might be provided in the event that the construction of HS2 does significantly impact the school or impact on the viability of the school.
U&A_1165	The Secretary of State will require the Nominated Undertaker to engage with the London Borough of Camden and schools to fully understand any impacts that may occur and identify and reasonable measures to mitigate as identified within the Code of Construction Practice.
U&A_1166	The nominated undertaker shall engage with the London Borough of Camden prior to completion of the detailed design of the traffic management associated with the construction work at Euston station and elsewhere, with a view to reducing as far as reasonably practicable any disruption caused by such works to the efficient arrival and departure of pupils, staff and other visitor to and from school premises.
U&A_1167	The nominated undertaker shall, in accordance with the Code of Construction Practice, give reasonable advance notice of the construction works taking place around schools to the London Borough of Camden.

U&A_1271	The nominated undertaker shall engage with the Petitioners prior to completion of the detailed design of the traffic management associated with the utility works with a view to reducing, as far as reasonably practicable, any disruption caused by utility works to The Dublin Castle.
U&A_1272	<p>The nominated undertaker shall, having regard to representations made during the engagement referred to in paragraph 1 and in consultation with the relevant highway authority, give due consideration to the following factors during the detailed design of the traffic management associated with the utility works with a view to reducing any significant adverse impact of those works on The Dublin Castle, so far as reasonably practicable and subject to the requirements of the construction programme and the powers authorised in the Bill:</p> <p>timing any particularly disruptive short term utility works to avoid hours of peak activity; and</p> <p>maintaining access for customers, staff, deliveries and bands to The Dublin Castle</p>
U&A_1273	The nominated undertaker shall, in accordance with the Code of Construction Practice, give reasonable advanced notice of the utility works to the Petitioners.
U&A_1808	The nominated undertaker shall engage with the Petitioner prior to completion of the detailed design of the traffic management associated with the Relevant Scheme Works with a view to reducing, as far as reasonably practicable, any disruption caused by the Relevant Scheme Works to the access to and egress from Regents Park Terrace.
U&A_1809	The nominated undertaker shall, having regard to representations made during the engagement referred to in paragraph 1 (U&A Ref ID 1808), and in consultation with the relevant highway authority, give due consideration to the following factors during the detailed design of the traffic management associated with the Relevant Scheme Works with a view to reducing any significant adverse impact of those works on access to and egress from Regents Park Terrace, so far as reasonably practicable and subject to the requirements of the construction programme and the powers authorised in the Bill:

	<ul style="list-style-type: none"> • providing reasonable access for pedestrians to Regents Park Terrace • maintaining vehicular access and egress to Regents Park Terrace • (save for unplanned closures due to unforeseen circumstances).
U&A_1810	The nominated undertaker shall, in accordance with the Code of Construction Practice, give reasonable advanced notice of the Relevant Scheme Works to the Petitioner. (Regent's Park Rd)
U&A_2060	Except in the case of utility works, the Promoter does not intend construction traffic required in connection with the authorised works to be routed via Regent's Park Road, and will not seek to have traffic diverted along that road unless directed to do so by the local highway authority.
U&A_2061	The Promoter will require that its contractors must produce advance information sheets that set out any parking bay suspensions in Regent's Park Road, King Henry Road, Gloucester Avenue and Berkley Road required in consequence of the carrying out of the authorised works; and will require that, where reasonably practicable to do so, the information sheets must be circulated at least 2 weeks before the parking bay suspensions take effect and be made available online.
U&A_2062	The Promoter will, where reasonably practicable, ensure that vehicular access to the Properties will be maintained. (Regents Park Road)
U&A_1192	Subject to any necessary order or consent from the London Borough of Camden to allow the use of Park Village East by two way traffic, the Promoter will require the Nominated Undertaker to maintain vehicular access to No. 4 Park Village East, London, NW1 7PX for the duration of works at Park Village East for the construction of the Proposed Scheme. Vehicular access to the driveway of No. 4 Park Village East may be restricted from time to time in connection with deliveries, construction traffic and utilities work to be undertaken for the purposes of the project, and any other unforeseen circumstances, although reasonable efforts will be made to provide access wherever practicable.
U&A_1253	The nominated undertaker shall engage with the Petitioners prior to completion of the detailed design of the traffic management associated with the utility works with a view to reducing as far as reasonably practicable any disruption caused by the utility works to the efficient arrival

	and departure of pupils, staff and other visitors to and from the school premises. (North Bridge House Prep School)
U&A_1254	<p>The nominated undertaker shall, having regard to representations made during the engagement referred to in paragraph 1, and in consultation with the relevant highway authority, give due consideration to the following factors during the detailed design of the traffic management associated with the utility works with a view to reducing any significant adverse impact of those works on the school so far as reasonably practicable and subject to the requirements of the construction programme and the powers authorised in the Bill:</p> <ul style="list-style-type: none"> • timing utility works to avoid seasonal peak periods of activity for the school, for example by carrying out works during school holidays; • timing any particularly disruptive short term utility works to avoid hours of peak activity for the school; • co-ordinating any separate elements of the utility works on the relevant roads; • phasing utility works so as to minimise the overall impact due to associated traffic restrictions in the London Borough of Camden; and • taking into account other construction activities relating to the Proposed Scheme in the vicinity of the utility works. <p>(North Bridge House Prep School)</p>
U&A_2305	<p>In the period prior to commencement of construction of the Works and for the duration of the construction of the Works which result in the loss of vehicular parking along Park Village East, the Promoter will require the nominated undertaker to explore, with the London Borough of Camden as the relevant local highway authority, potential measures to mitigate the impact of any such loss of parking on the residents of Park Village East.</p> <p>(Park Village East Heritage Group)</p>
U&A_2306	<p>The Promoter will require the nominated undertaker to, when preparing the relevant Local Traffic Management Plan(s) in accordance with the HS2 Phase 1 Route-wide Traffic Management Plan, consider the requirements</p>

	for maintaining access for emergency services to the properties on Park Village East during the Works. (Park Village East Heritage Group)
U&A_2400	The Secretary of State will require the Nominated Undertaker to work to reduce the impact of utility works undertaken on Park Village East (as part of or in connection with the HS2 Phase One construction works) on the northern vehicular access to Park Village Limited, and specifically to use reasonable endeavours to maintain vehicular access to Park Village Limited via the northern vehicular access for the duration of these utility works.
U&A_2342	<p>The Promoter will require the Nominated Undertaker to, in accordance with HS2 Information Paper D11 (as updated from time to time) use reasonable endeavours to avoid obstructing (so as to prevent functional vehicular access) insofar as it is within the Nominated Undertaker's remit and control at least one of the separate Park Village Limited vehicle and pedestrian accesses ("the Park Village Access") during the operational hours of the Property, during the construction period of the Specified Works SUBJECT TO any necessary orders and consents being obtained to permit the use by two-way traffic of the highway known as Park Village East and PROVIDED THAT the Nominated Undertaker may restrict the Park Village Access from time-to-time for the purpose of allowing deliveries, construction traffic movements and utilities works relating to the construction of the Specified Works and in the case of emergencies.</p> <p>The Promoter acknowledges that Park Village Limited may be entitled to a claim for compensation for injurious affection under section 10 of the Compulsory Purchase Act 1965 in relation to the disruption to access as a result of utility works to be carried out in the highway known as Park Village East.</p>
U&A_1643_01	The Promoter will require the nominated undertaker to maintain vehicular access to the garages of Silsoe House, No. 50 Park Village East, London, NW1 for the duration of those part of the Works at Park Village East save that such access may be restricted from time to time in connection with deliveries, construction traffic and utilities work to be undertaken for the purposes of the Works, and any other unforeseen circumstances, although reasonable efforts will be made to provide access wherever practicable.

U&A_1217	The Promoter will require the Nominated Undertaker to design the replacement Hampstead Road Bridge with 4 vehicular lanes plus segregated cycle lanes and pedestrian walkway.
U&A_2333	<p>The Promoter will require the Nominated Undertaker (either directly or through its contractors) to seek to work collaboratively with the Zoological Society of London and the Royal Parks to further develop the</p> <p>Promoter's proposals for appropriate ecological mitigation to reduce the effects on the Regent's Park hedgehog population from the proposed HS2 lorry holding area and any replacement parking created within</p> <p>the Gloucester Slips car park site ('the ecological mitigation').</p>

