



# 1EWo2 Enabling Works – Area South

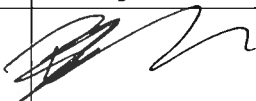
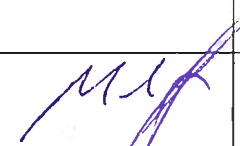
## Local Traffic Management Plan - Camden

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# Local Traffic Management Plan - Camden

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# Local Traffic Management Plan - Camden

Abbreviation	Definition
ALC	Addison Lee Compound Worksite
BTP	British Transport Police
CLOCS	Construction Logistics and Community Safety
CLP	Construction Logistics Plan
CLS	Construction Logistics Strategy
CoCP	Code of Construction Practice
CSJV	Costain Skanska Joint Venture
DVSA	Driver and Vehicle Standards Agency
EMR	Environmental Minimum Requirements
ES	Environmental Statement
EW	Enabling Works
EWC	Enabling Works Contract
FORS	Fleet Operator Recognition Scheme
GI	Ground Investigation
GPS	Global Positioning System
H&S	Health & Safety
HA(LHA)	Holding Area or Lorry Holding Area
HSE	Health and Safety Executive
HS2	High Speed 2 Ltd
HS2Act	High Speed Rail (London- West Midlands) Act 2017
LFB	London Fire Brigade
LFEPa	London Fire and Emergency Planning Authority
LGV	Large Goods Vehicle – 7.5t and above
LHA(HA)	Lorry Holding Area or Holding Area
LTMP	Local Traffic Management Plan
NTH	National Temperance Hospital
NR	Network Rail
PM	The Employer's Project Manager
RAMS	Risk Assessment Method Statement
RFID	Radio Frequency Identification
ROMIS	Route Management Improvement and Safety Plan
RTMP	Route Wide Traffic Management Plan
SORSA	Society of Road Safety Auditors
SUD	Safe Urban Driver
TLG	Traffic Liaison Group
TLRN	Transport for London Road Network
TM	Traffic Management
TMS	Traffic Management Scheme(s)



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U&A	Undertakings & Assurances
UCLH	University College London Hospital
VMPS	Vehicle Management Planning System
WI	Works Information
WPM	Work Package Manager

*Table 1 List of Abbreviations*



## Chapter 1 – Local traffic management strategy

### 1 Strategy

#### 1.1 Introduction to High Speed 2

- 1.1.1 Phase One of HS2 will provide dedicated high speed rail services between London, Birmingham and the West Midlands. It will extend for approximately 230km (143 miles). High speed trains will join the West Coast Main Line for journeys to and from Manchester, the North West and Scotland.
- 1.1.2 Phase One of HS2 is the first phase of a new high speed railway network proposed by the Government to connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased capacity and improved connectivity between London, the Midlands and the North. It will release capacity on the existing rail network between London, Birmingham and the West Midlands and so provide opportunities to improve existing commuter, regional passenger and freight services.

#### 1.2 The transport context

- 1.2.1 This Local Traffic Management Plan (LTMP) sets out how CSJV will deliver the Logistics and Traffic Management requirements for the HS2 Area South Enabling Works Contract (EWC) within the Borough of Camden and supersedes any previous LTMP for EWC in Camden. The plan is to ensure that all vehicle movements adhere to the contractual and statutory requirements and to minimise the impact of these activities on the local community and other road users.

The purpose of this plan is to appropriately comply with the Code of Construction Practice (CoCP), the Phase One Route Wide Traffic Management Plan (RTMP) and demonstrate compliance with relevant undertakings and assurances.

The document is composed of two sections. Chapter One holds strategic information relative to the proposed works across the borough, Chapter Two contains the LGV movements Cumulative Impact Assessment and the Appendices (generally one per package of EWC works, containing the information to generate the Cumulative Impact Assessment).

## 1.3 High Speed 2 in Camden

- 1.3.1 This document covers roads which are either on the perimeter of or within the boundaries of Camden Borough. See Figure 1 below.

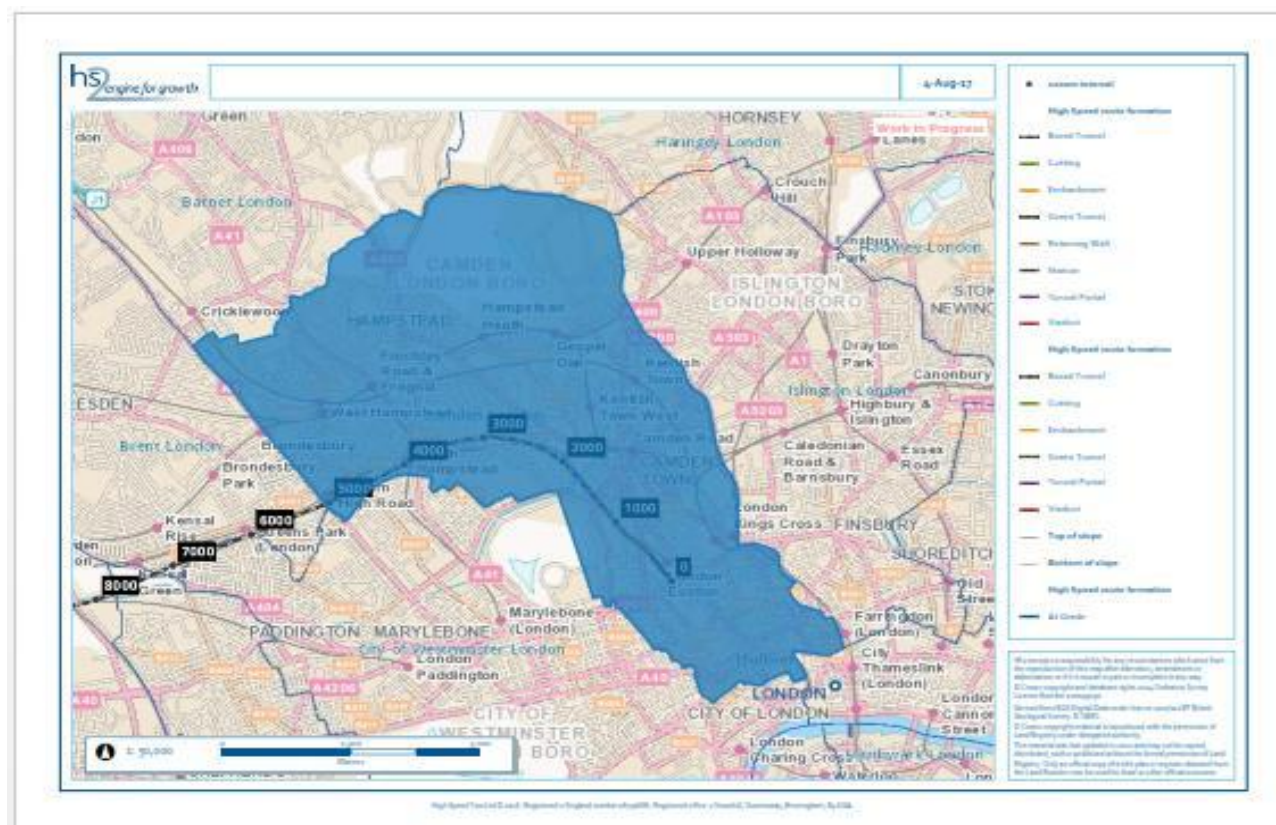


Figure 1 Borough of Camden

- 1.3.2 The works in Camden are divided into two sectors. Sector 1 works enable the route between HS2 chainage 1000 and 5500 as shown in figure 1 and Sector 3 which enables the footprint of the new HS2 Euston station from 0 to 1000. The works are divided into discrete packages, within this document we will explain which work packages will operate from which site compounds and vehicle movements associated with the work packages.

## 1.4 Overview of Scope of construction

- 1.4.1 This LTMP covers the Enabling Works Packages within the Borough of Camden. Works included in this document are Utility works, temporary and permanent highway works, site establishment, ground investigations, archaeology and demolition.

- 1.4.2 Sector 1 overview:

Sector 1 covers the area to the north of Euston Station and is divided into 2 main worksites:

- 1A worksite includes the demolition packages of DB Cargo Shed, Hampstead Road and Regents Park Estate as well as the Granby Terrace bridge extension and associated Utility works.

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- 1B worksite covers the Regents Park Lorry Holding Area and the Thames Water replacement works.

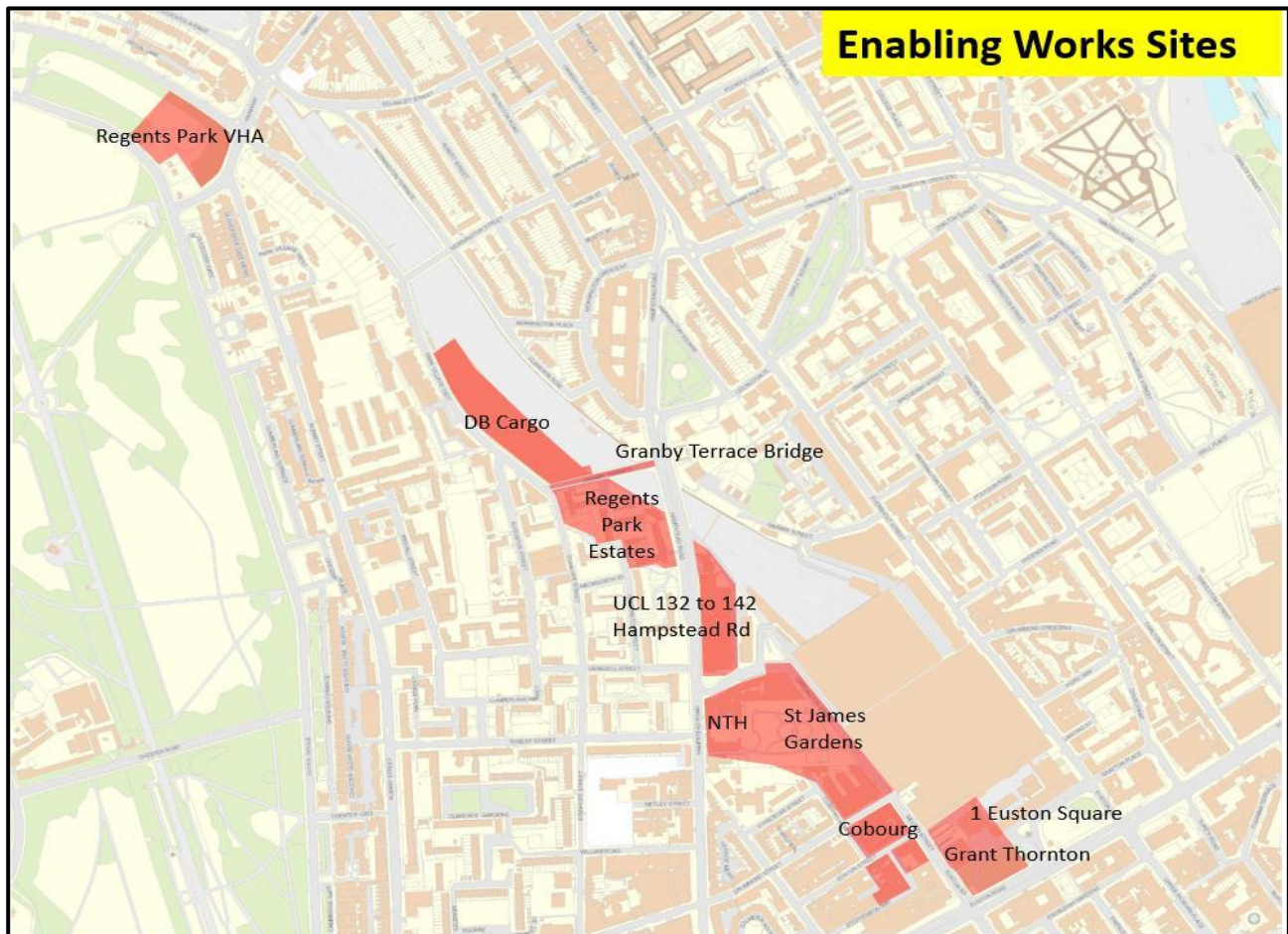


Figure 2 Sector 1 & Sector 3 work sites

1.4.3 The work packages within Sector 1 are listed in table 2 below:

Work Package
P034 Hampstead Road Demolitions
P026 Regents Park Zoo Lorry Park Demolition Works & Compound
P038 Stanhope/Harrington Street Demolitions
P039 DB Cargo Shed Demolition
P063 Granby Terrace Bridge construction
P066 Euston Noise Insulation Tranche 2a, 3b & 4
P077 Granby Terrace Bridge & Hampstead Road Bridge Utilities Work
P081 Granby Terrace Bridge Utilities Work – Remove and Divert Existing
P121 Noise Mitigation Alexandra Place / Canterbury Vent Shaft
P002 Noise Insulation – Tranche 1

Table 2 Sector 1 Work Packages



## 1.4.4 Sector 3 Overview

Sector 3 enables the footprint of the proposed HS2 station at Euston. The works will be organised into 3 main worksites

- 3A – Euston Square Gardens. This worksite will be established in Q1/Q2 of 2018 and facilitate the demolition of One Euston Square and Grant Thornton House. In addition, any required utilities diversions and the construction of a temporary taxi rank. Vehicles will access and egress the site via Melton Street. The work packages are listed in Table 3 below.
- 3B – This worksite facilitates the demolition of the Insull Wing, the Thistle and IBIS hotels and the major exhumation works in St James Gardens. In addition, heritage, site accommodation and utility works will be carried out in this worksite. Vehicles will access and egress the site via either Hampstead Road or via Melton Street. The work packages are listed in Table 4 below.
- 3C – Euston Street. There are three sub-worksites within 3B separated by Euston Street and Stephenson Way. The works include the demolition of Walkden House, Wolfson House, Cottage Hotel, William Hill and the block bordered by Drummond Street, Melton Street, Euston Street and Cobourg Street. The demolition enables the construction of a new London Underground vent shaft and substation. Vehicles will access and egress the site via Melton Street following the one-way system. The work packages are listed in Table 5 below.

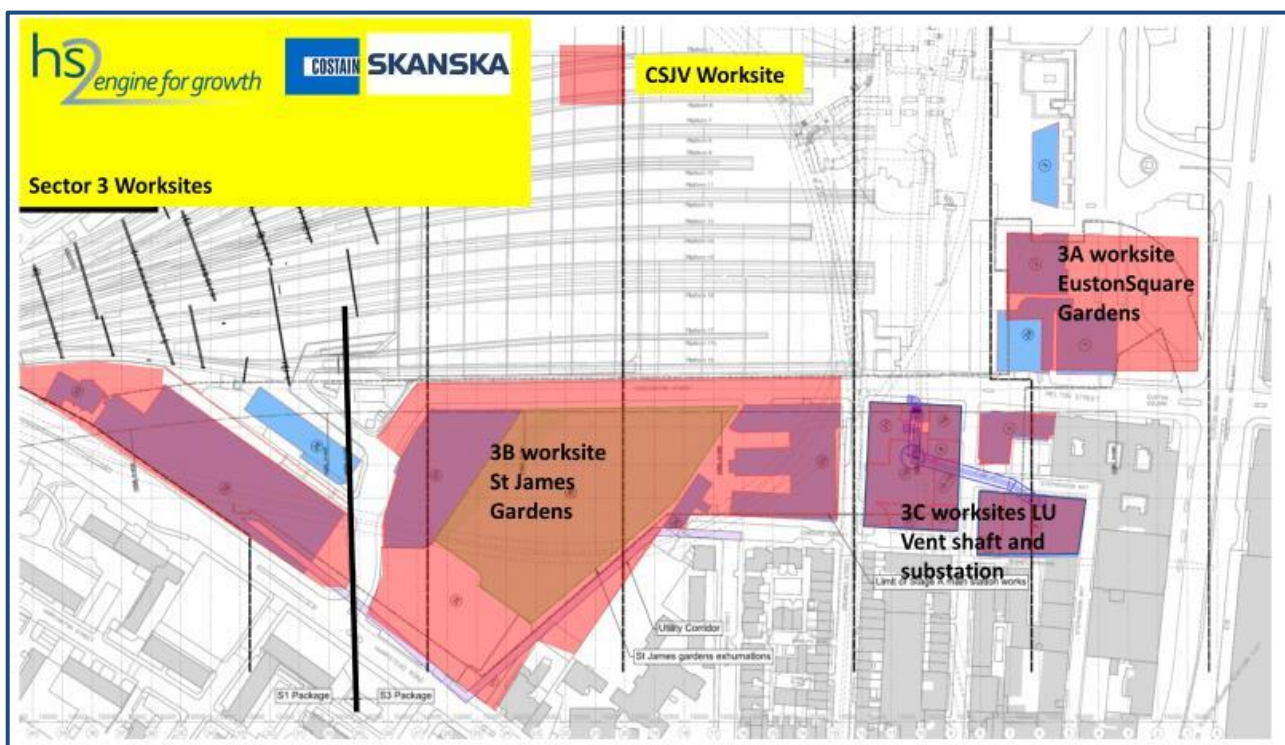


Figure 3 Sector 3 worksites

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1.4.5 The work packages within the Sector 3 worksites are listed in the tables below:

Work Package
P011 Historic Environment - Tranche One
P019 Euston Utilities Work - Early Compound Connections, S3
P027c Euston Station Forecourt Café Demolitions
P072 Traffic Management Package Framework Setup
P092b Euston Utilities Work - East Rationalisation (Zone 5)
P130 Euston Utilities Work - New Utility Corridor Section A (SWB2)
P139 S3 Temporary Landscaping and Public Realm
P142 S3 Site Compounds, Security and Hoarding including Accommodation

*Table 3 Work packages in Worksite 3A*

Work Package
P011 Historic Environment - Tranche One
P019 Euston Utilities Work - Early Compound Connections, S3
P027b Ibis Hotel and 1 Cobourg St Demolition & Thistle Hotel Demolition
P027b Thistle Hotel Demolition
P054a St James Gardens Exhumation and Historic Environment Package
P054b St James Gardens Exhumation and Historic Environment Package
P054c St James Gardens Exhumation and Historic Environment Package
P072 Euston Traffic Management Package Framework Setup
P092a Euston Utilities Work - West and South Rationalisation (Zones 3 & 4)
P093 Euston Utilities Works - New Utility Corridor
P139 S3 Temporary Landscaping and Public Realm
P142 S3 Site Compounds, Security and Hoarding including Accommodation
P066 Euston Noise Insulation Tranche 2a, 3b & 4

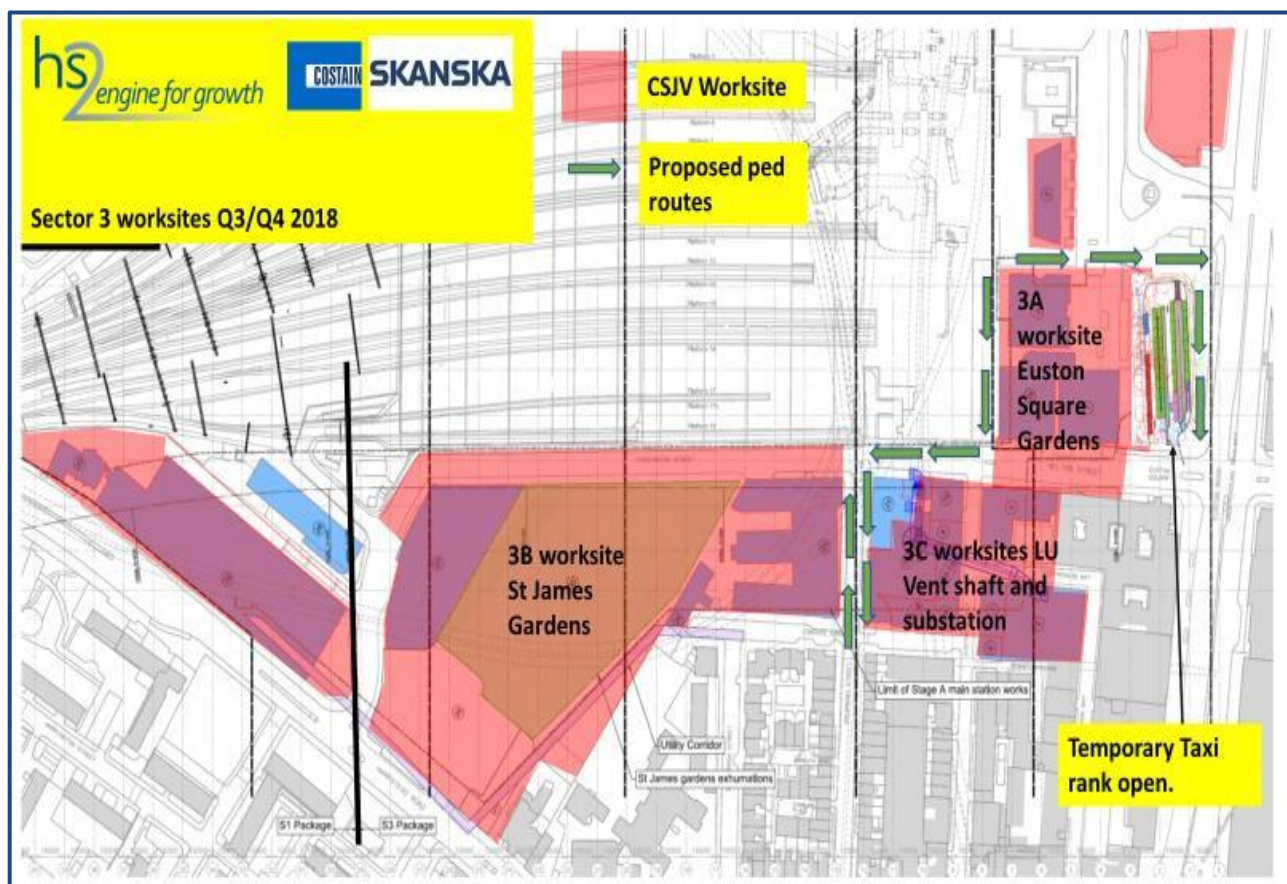
*Table 4 Work packages within Worksite 3B*

Work Package
P011 Historic Environment - Tranche One
P019 Euston Utilities Work - Early Compound Connections, S3
P027a Walkden/Wolfson House & Euston St Demolition
P027d Melton St Demolitions
P072 Euston Traffic Management Package Framework Setup
P092a Euston Utilities Work - West and South Rationalisation (Zones 3 & 4)
P093 Euston Utilities Works - New Utility Corridor
P131 Euston Utilities Work - 132kV, HV & MV

P139 S3 Temporary Landscaping and Public Realm
P142 S3 Site Compounds, Security and Hoarding including Accommodation
Po66 Euston Noise Insulation Tranche 2a, 3b & 4
P137/138 LU Vent shaft and substation

*Table 5 Work Packages within Worksite 3C*

- 1.4.6 In 2018 Q3 to Q4 the worksites will amalgamate as Drummond Street closes to traffic (An East / West pedestrian route between the station and Drummond Street will be maintained as per U&A 1319), Euston Street closes, and part of Melton Street closes following the relocation of the Taxi rank from the current location to the temporary location on Euston Square Gardens East. Changes to the road layout and signage will be required to the west of Cobourg Street to facilitate these closures. At this point vehicles, will access and egress the worksites either via Hampstead Road, or Euston Road via Melton Street.



*Figure 4 Sector 3 worksites Q3 / Q4 2018*

## 1.5 Documentation

- 1.5.1 The LTMP brings together the requirements for the management of traffic and highways in the Borough of Camden as set out in the Environmental Statement, CoCP, RTMP and LEMP. Site specific LTMP's will be added to the appendices of this document and the CIA updated accordingly.

## 1.6 Code of Construction Practice

- 1.6.1 The nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMR). The scope of the EMR encompasses the High Speed 2 Code of Construction Practice (CoCP). The CoCP sets the requirements to produce local traffic management plans for HS2 works.

## 1.7 Environmental Statement

- 1.7.1 The High Speed Two (HS2) Phase One Environmental Statement (ES) was published in November 2013. It has been supplemented by several additional volumes as further information has become available, and in light of proposed changes to the project. It is the intention of the Secretary of State to carry out the project so that its impact is as assessed in the ES. The Secretary of State will require the nominated undertaker to adhere to the arrangements provided for in the Environmental Minimum Requirements (EMRs) in designing and constructing the Phase One of High Speed Two Works.

## 1.8 Local Environmental Management Plans (LEMP)

- 1.8.1 The Local Environmental Management Plan (LEMP) sets out site specific control measures to be adopted by HS2 contractors working within the Borough of Camden that will be developed further following consultation with relevant stakeholders. This LEMP builds upon but does not repeat the HS2 general environmental requirements set out in the Code of Construction Practice (CoCP).

## 1.9 Route-wide Traffic Management Plan (RTMP)

- 1.9.1 The High Speed Two Phase One Route-wide Traffic Management Plan (RTMP) captures in a single document the requirements of High Speed 2 Limited for managing transport, highways and traffic during the delivery of the works authorised by the High-Speed Rail (London-West Midlands) Act.
- 1.9.2 The aim of the RTMP is to ensure that HS2 Ltd and their Principal Contractors are following the requirements sets out in the above documents and provides greater detail of how HS2 Ltd and their Principal Contractors will undertake the delivery of the project. It codifies the discussions held with the highway authorities along the HS2 Phase One route via the Highway Sub Group to the Planning Forum and considers the best practice used during the delivery similar large construction projects.
- 1.9.3 The RTMP forms the basis of the contractor requirements for the Principal Contractors delivering Phase One of High Speed 2. In addition, the RTMP scopes route-wide activities such as direction signing to work sites and monitoring construction traffic volumes, routes and safety requirements.



# Local Traffic Management Plan - Camden

- 1.9.4 The document will be supplemented with a series of Local Traffic Management Plans (LTMPs) along the route.

## 1.10 Site Specific Local Traffic Management Plans

- 1.10.1 Local TMPs will identify the areas of the highway authorities, contract boundaries, CFA report boundaries etc. No further assessment will be provided on impacts on the local road network, including at junctions, impacts on highway safety, other highway users, pedestrian severance etc., unless the contractor assumptions are significantly different to those in the ES. In these cases, the information provided will be in accordance with the ES.
- 1.10.2 This local traffic management plan will look at the cumulative effect within each borough affected by High Speed 2.
- 1.10.3 Table 6 below lists documents referenced in this section.

Document	Reference
Code of Construction Practice	<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/593592/Code_of_Construction_Practice.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/593592/Code_of_Construction_Practice.pdf</a>
Route Wide Traffic Management Plan	<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/637988/hs2_phase_one_traffic_management_plan.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/637988/hs2_phase_one_traffic_management_plan.pdf</a>
HS2 Environmental Statement 2 – Additional Provision 3	<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/460730/SES2_and_AP3_ES_Volume_2_CFA_1_Euston_station_and_approach_report.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/460730/SES2_and_AP3_ES_Volume_2_CFA_1_Euston_station_and_approach_report.pdf</a>
Local Environmental Management Plans	<a href="https://www.gov.uk/government/publications/local-environmental-management-plans-for-hs2-phase-one">https://www.gov.uk/government/publications/local-environmental-management-plans-for-hs2-phase-one</a>

*Table 6 List of Documents*

## 1.11 Liaison Process

- 1.11.1 HS2 & CSJV will liaise with Borough of Camden, Westminster, TfL (including Buses) and Emergency Services in TLG meetings which are currently held on a four-weekly basis, where both ongoing and upcoming matters are discussed. Each proposed meeting date is confirmed at the most recent meeting and invitations sent out accordingly.
- 1.11.2 This document is being developed through engagement with the following stakeholders:
- Camden Community Traffic Working Group
  - The London Cycling Campaign Camden Branch (together with TfL)
  - Parking sub-group
  - BTP through meetings on site with Station Commander at Euston Station
  - LFEPA through meetings at their station in Euston
  - NR through interface meetings facilitated by the NR Sponsor for Euston
  - Maria Fidelis School
  - UCLH
  - Other construction activities



- 1.11.1 Other HS2 works will be carried out in the Camden area by 3rd parties, these will include non-contestable utilities works and ground investigations. The CSJV approach is to liaise with these parties to ensure effective co-ordination of works and associated lorry routes to support our objective of minimising disruption to the local community and traffic network while delivering the programme of works.

## 1.12 Security

- 1.12.1 For the locations where HS2 have taken possession; perimeter security will be installed (typically hoarding) and 24-hour security will normally be used. Security personnel will also carry out patrols outside the site perimeter with the aim of improving security and wellbeing not only for HS2/CSJV staff, but also members of the public.

## 2 Traffic Management Context

### 2.1 Purpose of the LTMP

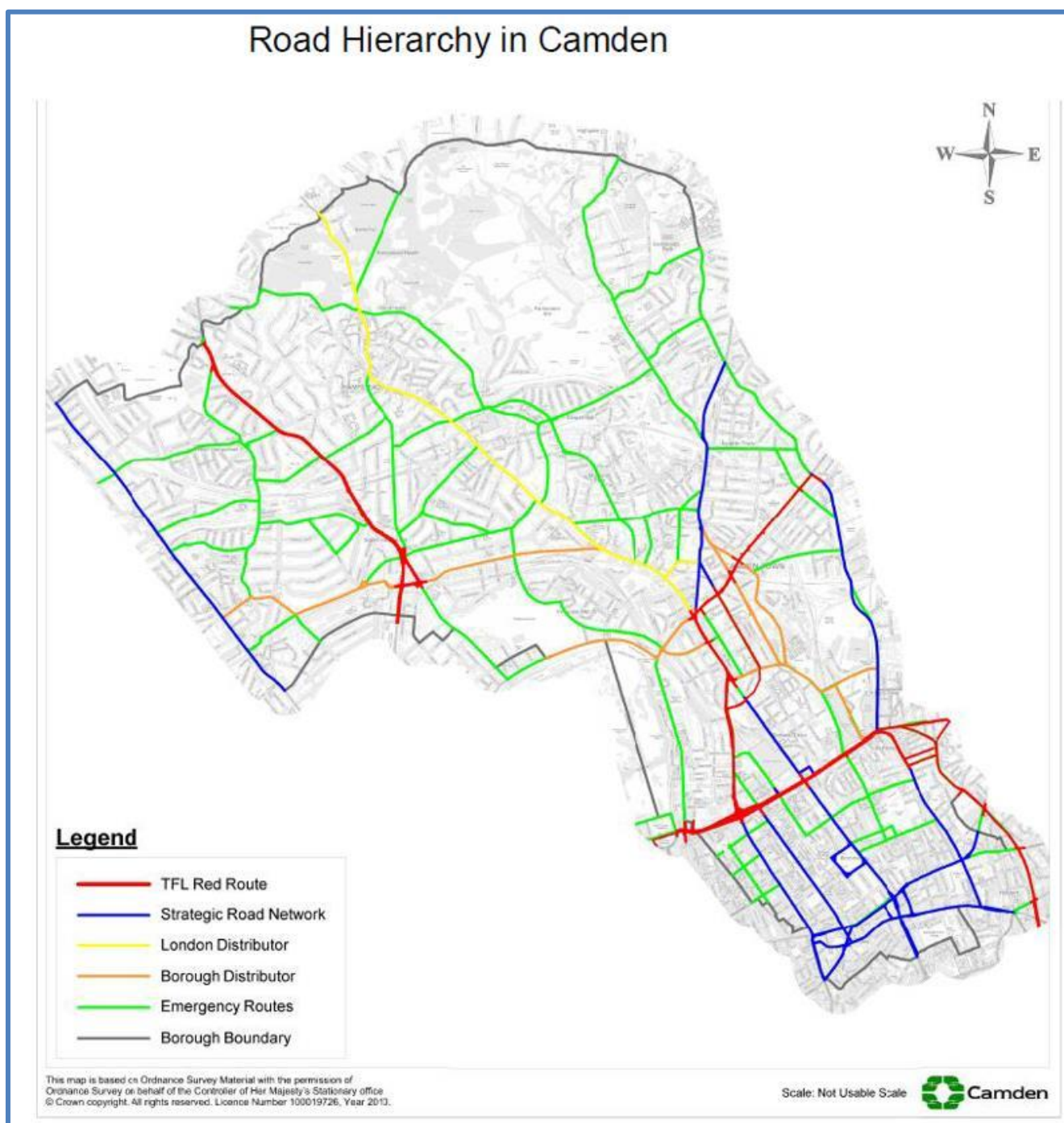
- 2.1.1 The purpose of the LTMP is to ensure that the Borough of Camden is aware of the works which will be executed within its boundary which affect highways and the transport network. This LTMP also lists the routes which CSJV LGV's are required to utilise to access the work sites. The LTMP sets out the routes that suppliers, subcontractors and hauliers using Camden roads must follow; for vehicles over 7.5t.

### 2.2 Scope of the LTMP

- 2.2.1 The LTMP applies to the work activities described within section 1.3 and is relevant to vehicle movements required for CSJV to deliver the Enabling Works contract for HS2. The document will be updated if there is a significant change to an item listed in 1.3 or will be reviewed every six months, until the completion of works included in the scope described in section 1.4.

### 2.3 Geography of the LTMP

- 2.3.2 Figure 5 below shows the Camden road hierarchy map covered in this LTMP.



*Figure 5 Camden Road hierarchy*

## 2.4 Structure of the LTMP

- 2.4.1 The LTMP reflects the requirements of the HS2 RTMP with a focus on Enabling Works at this stage and covers the Work Packages in the London Borough of Camden, listed in 1.3 above.

## 3 Transport Networks and Services

### 3.1 Road Closures: Emergency Services

- 3.1.1 CSJV will work with the Borough of Camden and TFL to ensure that there is minimal impact on the Emergency Services where a road may be closed for the Enabling Works, also that where necessary suitable diversions are implemented. Changes to the road network which may affect the Emergency Services will be discussed in the TLG Meetings, as noted in section 1.11 above.
- 3.1.2 If it is necessary to call the Emergency Services to an HS2 work location they will be given the site or location address, post code and the appropriate gate location. Once HS2 direction signs are installed, they can also be given the gate number and use the route direction signs.
- 3.1.3 Should the Emergency Services require access to a CSJV worksite, works will be stopped, the area made safe and they will be escorted.
- 3.1.4 There are six high pressure water supply points on Cardington Street, which are available for use by the London Fire Brigade. CSJV has established contact with LFB to notify them that the supply points will soon become unavailable. The LFB have confirmed that they do not require access to these for fighting fires for any buildings other than those scheduled for demolition within the EWC scope of works.

### 3.2 Amendments to Routes for Other Road Users

- 3.2.1 CSJV is working with TfL and Camden to ensure that traffic which may formerly have used Cardington Street will be directed toward a suitable alternative route. Current discussions are aimed at mitigating potential conflict between vehicles, pedestrians and cyclists. The resulting scheme will be audited by either TfL's Road Safety Audit Team or a TfL approved Road Safety Group, e.g. SORSA.
- 3.2.2 CSJV and TfL Buses are discussing the potential impact on bus routes, stops or stands resulting from the EWC works. It is suggested that the Bus Stand that is currently located in Cardington Street / Melton Street will be relocated to Hampstead Road north of the junction with Granby Terrace.
- 3.2.3 Maria Fidelis School have been informed of the potential impact of an increase in the number of cyclists passing the school, discussions will continue to ensure that further safety issues do not arise. CSJV are currently in discussions with TFL to encourage cyclists to either stay on Hampstead Road or bypass the area via Eversholt Street as an alternative approach. Discussions have also been held with The Royal National Institute of the Blind (RNIB), The Thomas Pocklington Trust and TFL regarding enhancements for visually impaired pedestrians.

- 3.2.4 The existing Euston Station Taxi rank will remain operational for drop off and pick up until an interim Taxi rank is constructed on Euston Square Gardens in Q3/Q4 2018 at which time the taxi's will relocate to this new facility with access and egress to Euston Road via Melton Street.
- 3.2.5 Vehicles working for, or servicing Euston Station will access the station via the under-croft accessed from Eversholt Street.

## 3.3 Predicted impacts of longer road closures

- 3.3.1 Granby Terrace – The closure of Granby Terrace will mean that vehicle access and egress to Hampstead Road will be via Stanhope Street and either Varndell Street or Robert Street.
- 3.3.2 Cardington Street – will be closed from its southernmost point to the junction with Hampstead Road. Access will be maintained for NR from the north via the private access road that runs behind UCL and exit via the north end of Cardington Street onto Hampstead Road.
- 3.3.3 Euston Street – will be permanently closed between Melton Street and Cobourg Street as it sits within the footprint of the new HS2 station. Euston Street is westbound one way only and the one-way system will be redesigned to the West of Cobourg Street to enable this closure.
- 3.3.4 Drummond Street - will be closed to vehicles between Melton Street and Cobourg Street as it sits within the footprint of the new HS2 station. As per U&A 1319 an East/West pedestrian route will be maintained between the station and Drummond Street. Drummond Street is Eastbound one way and the one-way system will be redesigned to enable access onto Cobourg Street.
- 3.3.5 Stephenson Way – will be closed to allow the safe demolition of Wolfson House and the construction of the new LU Vent shaft and substation. The ability for vehicles to access and egress Stephenson Way from North Gower Street will be maintained.
- 3.3.6 Melton Street – will close north of Euston Street to facilitate the construction of the new station and preceding enabling works. The timing of this closure will support the relocation of the Taxi rank to its temporary location on Euston Square Gardens and the closures of Euston and Drummond Street between Melton and Cobourg Street

## 3.4 Location of community facilities along Lorry routes

- 3.4.1 Appendix 3 contains a non-exhaustive list of schools, churches, hospitals, community and resident groups in the Camden Borough.
- 3.4.2 General community relations will be subject to the provisions of the CoCP which identifies that regular meetings will be held at Community Forum locations between the lead contractor, HS2 Ltd, local authority and representatives of the local community or other stakeholders to discuss construction issues and the forthcoming programme of works.
- 3.4.3 As necessary, there may be a requirement for specific community engagement, such as for temporary road closures, traffic issues or matters affecting specific communities or vulnerable

road users which will need to be consulted on through appropriate forums or specific site meetings.

## 4 Temporary Highway Works

### 4.1 Worksite and Access Points for Construction Activities

- 4.1.1 Cardington Street: currently the route (heading east from the signalised junction at Hampstead Road) overlaps with the extent of the required worksite area. Cardington Street is now stopped up as a public highway, although access will be retained for NR to the Euston Power Signal Box until its planned demolition as part of the intended works.
- 4.1.2 The position and design of access points will, as required and appropriate, be subject to Schedule 4 submissions, as will any other temporary interference with the highway.
- 4.1.3 Worksite access / egress points will be marshalled by competent Traffic Marshals. Where vehicles cross pedestrian footways barriers will be deployed across the footpath by the TM's to hold pedestrians during the vehicle manoeuvre. All TM's will be briefed to be extra vigilant regarding cyclists and pedestrians during these movements.
- 4.1.4 CSJV do not consider physical highway works are required for LGV's to access sites or work areas, though this will be kept under review.

### 4.2 Temporary highway works required to deliver the project

- 4.2.1 The access points for each of these compounds has been assessed for capacity and ease of access or egress from the public highway and safety of users and passers-by. Figure 6 gives the location of proposed access points for each compound. Swept path analysis has been carried out where required to ensure access and egress is possible.
- 4.2.2 Figure 6 below shows sector 1 and 3 compounds and related gate numbers.



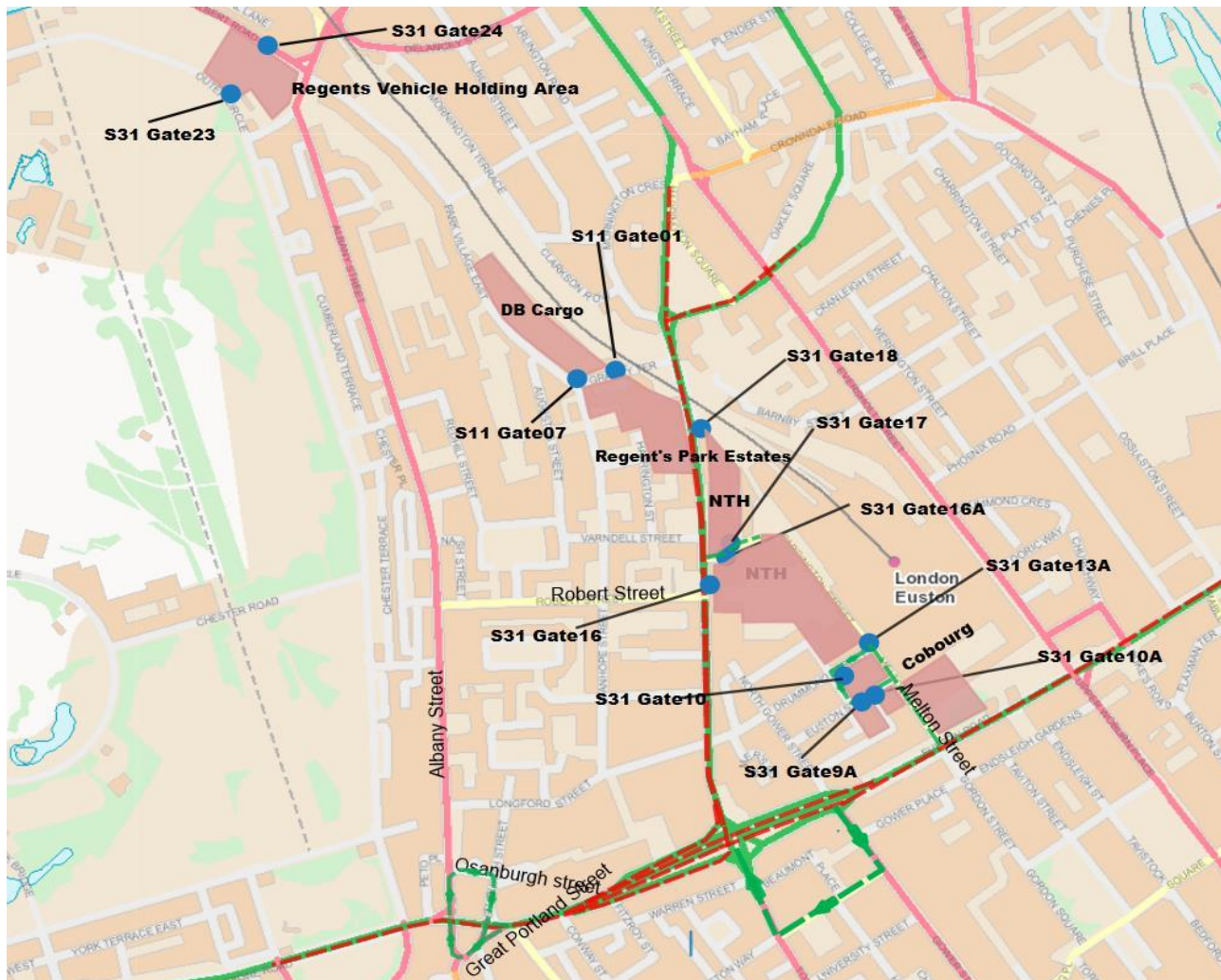


Figure 6 Gate locations and ID numbers

## 4.3 Temporary Traffic Management Programme

- 4.3.1 As individual worksite plans progress CSJV Consents Team will ensure correct permissions are in place prior to works commencing. The TM Programme will also be subject to discussion in the routine TLG meetings.

## 4.4 Local signing requirements

- 4.4.1 Changes to the one-way system west of Cobourg Street to enable permanent closure of Euston and Drummond Street between Cobourg and Melton Street.
- 4.4.2 Directional Lorry Route signage will be installed along approved lorry routes for HS2 vehicles to follow approved routes to the correct gate / compound.

## 4.5 Signal requirements

- 4.5.1 Cardington Street junction with Hampstead Road. There are preliminary discussions with TFL about the re-design and phasing of the lights at the end of Cardington Street including moving or removing the island and traffic lights, to facilitate both a left and right turn for construction vehicles onto Hampstead Road.

## 5 Road Network management

### 5.1 Protection of highway assets

- 5.1.1 Current assessment of lorry routes and site accesses indicate that there is no requirement at this stage for the protection of highway assets.

## 6 Managing Construction Movements

### 6.1 Movements by Rail and Water

- 6.1.1 Movement of material by rail is currently under development by HS2 but due to significant lead in times will not be available for the EW scope.
- 6.1.2 Movements by water are not considered viable for the EWC in Camden.

### 6.2 Working Hours

- 6.2.1 The working hours for the Enabling Works in accordance with the CoCP, will be Monday to Friday 08:00 to 18:00 and Saturday 08:00 to 13:00. In addition to these hours, vehicles are permitted to arrive onto site between 07:00 to 08:00 for site set up and from 18:00 to 19:00 for site shut down. Movements on Saturdays are permitted from 07:00 to 08:00 for site set up and 13:00 to 14:00 for site shut down.
- 6.2.2 CSJV will, if practicable, aim to limit the number of vehicle movements during peak hours
- 6.2.3 Any abnormal loads will be required to give minimum 48 hours' notice and have authority/no objection from the Metropolitan Police, Highways and where necessary relevant Bridge Authorities, before movements can commence. Abnormal load movements may be outside the hours noted in 6.2.1.

### 6.3 Vehicle Flows

- 6.3.1 CSJV is currently procuring a VMPS which will provide a planning, booking and compliance system to manage vehicle movements, this is expected to be in place early 2018. In the interim CSJV will use an email booking system which requires the contractor to book a delivery slot at

# Local Traffic Management Plan - Camden

least 48 hours in advance. Gate staff will then receive a list of bookings for their worksite at the start of each shift.

- 6.3.2 HS2's target is to divert at least 90% of demolition material from landfill through reuse, recycling and recovery. CSJV will support this target while balancing the requirements for safe site storage, logistical needs and noise and dust control. Ultimately our approach will retain demolition material on site where possible for reuse thus reducing vehicle movements on the local transport network. Where this is not possible the material will be transported to established recycling and recovery facilities in the region, using approved lorry routes. Our vehicle movement forecasts allow for this.
- 6.3.3 As part of vehicle flow management CSJV intend to apply for Schedule 17 approval for all lorry routes identified within the Environmental Statement for AP03 to develop an appropriate network for construction vehicles, but intend to utilise the TLRN as the main core of this network. Once any such applications have been approved, CSJV will distribute details (the lorry routes) to suppliers, subcontractors and hauliers etc. to follow for deliveries to and collections from site(s).
- 6.3.4 CSJV intend to apply for both the Great Portland Street and Osnaburgh Street loop and the Grafton Way gyratory as part of the approved lorry route network as shown in figure 6. The use of the Grafton way gyratory will be monitored closely and CSJV will consult with UCLH, West End Project and A&E services regularly to understand the cumulative impacts of the combined works traffic and minimise when possible.
- 6.3.5 Whenever CSJV acquires further sites as part of the Enabling Works, the following measures to manage traffic may be implemented:
- Worksite perimeter protection (typically hoarding)
  - Proposed Lorry Routes (current route proposals as noted in 6.3.4 above)
  - Road Closures
  - Lorry Holding Area (LHA)  
(for vehicle safety and compliance checks and avoidance of queues into work sites)
  - Temporary Traffic Signals
  - Local lorry route direction signage.
- 6.3.6 The measures in 6.3.5 above will be discussed both with TfL and the Borough of Camden before works commence and precautions or actions will be taken to minimise the impact on public transport, cycle and pedestrian routes wherever practicable.
- 6.3.7 If the numbers of movements are likely to approach those in the ES, then CSJV and HS2 will review if exceedance would create a new significant adverse effect as far as can be reasonably predicted.
- 6.3.8 The Camden Road Hierarchy is shown in figure 5 and detailed lorry route maps are in Appendix 7.



## 6.4 Contractor Vehicle flows

- 6.4.1 Contracts have yet to be awarded for many of the packages detailed in this document and thus vehicle numbers have been forecast based on a number of assumptions and may change depending on the contractors' methodologies and programme. Current work packages have not yet exceeded the 24 movements.
- 6.4.2 For utility trial trench investigations, the types of construction vehicles anticipated for these works will be:
- Welfare facility or van
  - Grab wagon
  - Rigid skip truck/lorry
  - Flatbed van
- 6.4.3 Vehicle numbers are not estimated to exceed 24 large goods vehicle movements in and out from each site per day.

## 6.5 U&A restrictions – Vehicle Flows

- 6.5.1 Table 7 below shows U&A's relating to vehicle flows in the Borough of Camden. Appendix 6 contains a table of route-wide U&As.

Beneficiary	Location	Reference Number	Title	Comments
London Borough of Camden	Euston Station S3	1102	Reduction of Workforce related travel	See this document section 7.1
London Borough of Camden	Euston Station S3	1103, 1104, 1105	Impacts of Construction Traffic	RTMP, LTMP, agreed & dedicated lorry routes, TLG meetings
London Borough of Camden	London Borough of Camden Drayton House, The Podium, 1 Euston Square, 132-140 Hampstead Road: S1/S3	1108, 1788	Local Traffic Management Plans	RTMP, LTMP, TLG Meetings
London Borough of Camden	London Borough of Camden: S1	1110	Traffic Management Detailed Design	Interface with Stakeholders, specialist TM contractor
London Borough of Camden	London Borough of Camden: S1	1160, 1162, 1163, 1165, 1166, 1167	Reduction on effects on Schools	
London Borough	Drayton House, Gower Court, The	1162, 1164,	Maintenance of Flow of	RTMP, LTMP, Dedicated

of Camden	Podium, Euston Square, 132 to 140 Hampstead Road, S1/S3	1165, 1763	Vehicle, pedestrian and Cyclist Access	lorry routes, TLG meetings
TFL	Park Crescent Lorry Holding Area	2265, 2370	Conflict with cycle super highway	

*Table 7 Undertakings and Assurances*

## 6.6 Lorry Holding Areas and Consolidation Centres

- 6.6.1 Suitable locations are currently being sought for Lorry holding Areas, there are 3 possible locations on Hampstead Road being assessed at present, Park Crescent and Robert Street are also options that may be considered subject to the relevant U&A's
- 6.6.2 Any Consolidation centre for the EWC will be outside of the Borough of Camden.

# 7 Workforce Transport

## 7.1 Local Travel Plans

- 7.1.1 Staff will be encouraged to use public transport, cycle or walk to and from work as part of their pre-start induction and site briefings, and will be given information regarding local bus and tube services and locations of the nearest Santander cycle stations. There will be no provision on CSJVs' sites for the parking of private vehicles.

## Chapter 2 – Cumulative Impacts

### 2 Combined Programme of Works

#### 2.1 Programme

2.1.1 Table 8 below shows the programme for packages in both Sector 1 and Sector 3.

COMBINED PROGRAMME													
Sector 1 - Work Packages within Sector 1	2017	2018				2019				2020			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
P039 DB Cargo Main Works / Addison Lee compound	X	X	X	X									
P034 132-142 Hampstead Road			X	X	X	X							
P038 Regents Park Estates			X	X	X	X							
P063 Granby Terrace Bridge Extension			X	X	X	X	X						
P081 Utility Diversions Sector 1		X	X										
P002 Noise Insulation Tranche one	X	X	X	X									
P026 Regents Park Zoo Lorry holding area		X	X										
P066 Noise Insulation Tranche 2a,3a,3b,4	X	X	X	X									
P007 Historic Environment - Priority works	X												
P011 Historic Environment - Tranche 1				X	X	X	X						
P019 Euston Utilities Work - Early compound connections		X	X	X	X	X	X						
P027b Ibis, Thistle & Cobourg Street Demolition			X	X	X	X	X	X					
P054a St James Gardens Exhumation and Historic Env.		X	X										
P054b St James Gardens Exhumation and Historic Env.			X	X	X	X	X	X	X	X	X		
P054c St James Gardens Exhumation and Historic Env.			X	X	X	X	X	X	X	X	X	X	
P072 Euston traffic Management Framework set-up	X	X	X	X	X	X	X	X	X	X	X	X	
P092a Euston Utilities Work - West & South			X	X	X	X	X	X	X	X	X	X	
P093 Euston Utilities Work - New Utility Corridor				X	X	X	X	X	X	X	X	X	
P139 S3 Temporary Landscaping and Urban Realm	X	X	X	X	X	X	X	X	X	X	X		
P142 S3 Site compounds, Security and Hoarding inc. acc.		X	X	X	X								
P011 Historic Environment - Tranche 1		X	X	X	X								
P019 Euston Utilities Work - Early compound connections		X	X	X	X								
P027c Euston Station Forecourt and Café Demolitions			X	X	X	X	X						
P061 Euston Square Gardens Taxi Rank			X	X	X								
P092b Euston Utilities Rationalisation (Zone 5)				X	X	X	X	X					
P130 Euston Utilities Work - New Utility Corridor			X	X									
P011 Historic Environment - Tranche 1		X	X	X									
P019 Euston Utilities Work - Early compound connections		X	X	X									
P027a Walkden / Wolfson House and Euston Street Demo			X	X	X	X							
P027d Melton Street Demolition				X	X	X							

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P092a Euston Utilities Work - West & South				X	X	X	X	X	X	X	X	X	X	X
P093 Euston Utilities Work - New Utility Corridor				X	X	X	X	X	X	X	X	X	X	X
P131 Euston Utilities Work - 132KV, HV and MV				X	X	X	X	X	X	X	X	X	X	X
P139 S3 Temporary Landscaping and Urban Realm		X	X	X	X	X	X	X	X	X	X	X	X	X
P142 S3 Site compounds, Security and Hoarding inc. acc.		X	X	X	X	X	X	X	X	X	X	X	X	X
P066 Noise Insulation Tranche 2a,3b & 4		X	X	X	X									
P137/138 LU Vent Shaft and Sub-Station						X	X	X	X	X	X	X	X	X

Table 8 Combined programme

## 2.2 Combined Vehicle Movements

2.2.1 Table 10 below shows CSJVs' forecast of peak daily LGV movements to each work package across Sector 1 and Sector 3 and the cumulative peak daily totals.

Sector 3 - Work Packages														
Work Package	01-Mar-18	01-Apr-18	01-May-18	01-Jun-18	01-Jul-18	01-Aug-18	01-Sep-18	01-Oct-18	01-Nov-18	01-Dec-18	01-Jan-19	01-Feb-19	01-Mar-19	01-Apr-19
P011 Historic Environment - Trench One	10	10	10	10	10	10	10	10	10	10	10	10	10	0
P019 Euston Utilities Work - Early Compound Connections, S3	10	10	10	10	10	10	10	10	10	10	10	10	10	0
P027a Walkden House, Cottage Hotel, 77-79 Euston St & Wolfson House Demolition	0	0	0	20	20	24	24	22	20	16	6	4	0	0
P027b NTH Insul Wing, Thistle Hotel, Ibis Hotel and 1-3 Cobourg St Demolition	80	80	80	80	80	80	80	80	80	80	80	80	80	80
P027c One Euston Square, Grant Thornton & Forecourt Food Outlets Demolition	0	10	16	30	40	40	40	46	52	50	24	10	12	12
P027d Euston St, Melton St, Cobourg and Drummond St. Demolition	0	0	10	14	14	22	30	30	30	28	12	0	0	0
P054a St James Gardens Exhumation and Historic Environment Package	8	10	20	20	40	44	0	0	0	0	0	0	0	0
P054b St James Exhumation and Historic Environment Package	8	8	8	8	24	30	32	32	30	30	30	28	24	24
P054c St James Gardens Exhumation and Historic Environment Package	8	8	8	8	8	8	8	8	8	8	8	8	8	8
P092a Euston Utilities Work - West and South Rationalisation (Zones 3&4)	0	0	0	8	10	10	14	10	10	16	14	10	10	10
P092b Euston Utilities Work - East Rationalisation (Zones 5)	0	0	0	10	12	12	12	12	12	12	12	10	10	10
P093 Euston Utilities Work - New Utility Corridor	0	0	0	8	8	8	12	12	10	10	10	10	10	10
P139 S3 Temporary Landscaping and Public Realm	4	4	4	4	4	4	4	4	4	4	0	0	0	0
P142 S3 Site Compounds, Security and Hoarding including Accommodation	4	4	4	4	4	4	4	4	4	4	0	0	0	0
	132	144	170	234	284	306	280	280	280	278	216	180	174	154
Sector 1 - Work Packages														
P039 DB Cargo Main Works	4	4	4	26	4	6	6	6	6	6	6	0	0	0
P034 132-142 Hampstead Road	2	2	2	2	10	10	8	6	4	4	6	6	18	8
P038 Regents Park Estates	0	0	0	0	0	8	16	20	16	10	10	4	0	0
P063 Granby Terrace Bridge Extension	0	0	0	0	0	0	2	0	16	10	16	40	6	6
P081 Utility Diversions Sector 1	2	2	2	2	2	2	2	2	2	2	2	2	2	2

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P002 Noise Insulation Tranche one	2	2	2	2	2	2	2	2	2	2	2	2	2	2
P066 Noise Insulation Tranche 2a,3a,3b,4	2	2	2	2	2	2	2	2	2	2	2	2	2	2
P026 Regents Park Zoo Lorry holding area	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	14	14	14	36	22	32	40	40	50	38	46	58	32	22
<b>Peak daily LGV movements Sector 1 &amp; 3</b>	<b>146</b>	<b>158</b>	<b>184</b>	<b>270</b>	<b>306</b>	<b>338</b>	<b>320</b>	<b>320</b>	<b>330</b>	<b>316</b>	<b>262</b>	<b>238</b>	<b>206</b>	<b>176</b>

*Table 9 Peak LGV movements S1 and S3*

- 2.2.2 The information in Table 10 shows the current CIA status, as projects start or are forecast they will be added to this document and their LGV numbers will be added to the CIA. Alternatively as projects close they will be removed from the CIA and their LGV numbers removed from the CIA.
- 2.2.3 CSJV have compared the forecasted daily LGV movements to those shown in the AP03 Exhibit G "alphabet maps" and the forecasted numbers will not exceed these.
- 2.2.4 Table 10 below shows the ES AP03 and CSJVs' forecasted average daily combined two-way LGV (HGV) vehicle trips during busy period and within peak month of activity for worksites in Sector 1 and 3.

Compound	ES AP03 Average daily combined two-way LGV (HGV) vehicle trips during busy period and within peak month of activity	CSJV Average daily combined two-way LGV (HGV) vehicle trips during busy period and within peak month of activity
Euston Square	140-200	30 - 60
NTH	300-450	150 - 220
Granby Terrace Overbridge	260-280	8 - 40
Carriage Shed and Park Village East	160-250	6 - 20
Park Village East	90-136	6 - 20
Hampstead Rd Overbridge (North)	30-40	2 - 8
Hampstead Road Overbridge (South)	16	2 - 8
Euston Square Gardens (East)	20-36	10 - 12

*Table 10 Comparison ES AP03 and CSJV*

## 2.3 Vehicle Management Strategy

- 2.3.1 The CSJV vehicle management strategy is in line with the HS2's Route Management Improvement and Safety Plan (ROMIS) to ensure that vehicles:

# Local Traffic Management Plan - Camden

- use approved lorry routes
- Have the specified safety equipment fitted
- Vehicle engines comply with emission standards – Euro VI
- Are booked via the VMPS (when procured)
- Display ID
- Excavated material fleet tracking – GPS / RFID

Additionally, all drivers will:

- Be issued a driver's information pack/ briefing
- Be issued with route maps and instructed to report to the LHA.
- Have undertaken training on sharing the roads with vulnerable road users

CSJV will provide the following:

- Route signage
- Lorry Holding Area / consolidation centre
- VMPS / Centralised booking system

- 2.3.2 CSJV will through engagement with the supply chain and as far as reasonably practicable ensure they comply with the CLOCS standard.
- 2.3.3 Fleet operators will be required to comply with FORS minimum standards and achieve FORS silver standard within an agreed period. An alternative quality management plan will be considered if addresses the themes of the FORS standard and has independent auditing.
- 2.3.4 CSJV will liaise with enforcement agencies (Police, DVSA and HSE) and key stakeholders via the local TLG.
- 2.3.5 CSJV will liaise with the Highways Authority on abnormal road movements.
- 2.3.6 Compliance with all relevant U&A's.

## 2.4 Enabling Works Plan

- 2.4.1 A vehicle movement look ahead will be produced by combining confirmed bookings on the VMPS and the contractors' vehicle forecasts. Actual movements will be collected by manually entering the details on to the gate logs, these are then collated by the Logistics administrator and issued to HS2 daily. CSJV are currently in the process of procuring a VMPS which will capture all movements electronically.
- 2.4.2 Fleet operators are required to be compliant with the CLOCS standard and all vehicles over 3.5t shall have front, side and rear blind spots eliminated or minimised as far as practicable.
- Back and side warning pictorial stickers, of a design to be approved or which is to be promoted by HS2 Ltd.

Vehicles over 3.5t shall have, as an addition:

- Side under-run protection on both sides (except where site conditions negate this requirement and has been agreed on a site-by-site basis with HS2 Ltd)
- An audible left turn alert
- Blind spot elimination or minimisation as far as practicable around the front, side and rear of the vehicle through indirect vision aids and driver audible alerts. Blind spot driver aids shall comprise Class IV, V and VI mirror appropriate to vehicle size, and one of the following:
  - Side scan detection
  - viewable camera system
  - left turn sensor system fitted to the vehicle front nearside
  - Collision avoidance system fitted to the vehicle front nearside

## 2.5 Traffic Liaison Group

- 2.5.1 CSJV will be able to produce a report of planned versus actual vehicle movements to all work packages within Camden for each TLG.
- 2.5.2 The CSJV consents team will distribute the consents register periodically and will make the register available upon request at the TLG.

## Appendices

### 3 Work Packages

#### 3.1 Sector 1A – Worksites

- 3.1.1 DB Cargo Shed. This worksite will be established in Q4 of 2017 and facilitate the demolition of the old DB Cargo Shed. In addition, a ramp will be constructed for access and egress of all vehicles and plant into the DB Cargo Shed. All vehicles will access the ramp via Stanhope Street.
- 3.1.2 132 – 142 Hampstead Road. This worksite will be established in Q2 of 2018 and will facilitate the demolition of 132-140 Hampstead road and the de-commissioned petrol station at 142 Hampstead Road. All access and egress will be via Hampstead Road.
- 3.1.3 Regents Park Estates. This worksite will be established in Q2 of 2018 and will facilitate the demolition of Eskdale, Ainsdale, Silverdale, Old Granby house, Stalbridge and the old tenant's hall. Access and egress will be via Harrington Street
- 3.1.4 Granby Terrace Bridge Extension. This worksite will be established in Q2 of 2018 and will facilitate the extension of Granby Terrace Bridge. Vehicles and plant that attend Granby Terrace bridge will utilise the same access and egress points at Regents park estates.
- 3.1.5 Noise Insulation Packages. Noise insulation will commence Q4 2017 and run until Q3 2018. These packages will have little impact on local road apart from a parking bay suspensions.
- 3.1.6 Addison Lee Compound. During Q4 2017 and Q1 2018 CSJV will be installing a modular office / welfare building. This will involve a maximum of 6 wagons daily for approximately 6 days. Once established there will only be vehicular access for welfare and office supplies, waste collections and provision for Network Rail vehicles to park when required.
- 3.1.7 Table 11 below shows work packages within 1A Work packages and programme durations, figure 7 shows the locations of these worksites.

Sector 1A - Work Packages	2017	2018				2019			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Po39 DB Cargo Main Works / Addison Lee compound	X	X	X	X	X				
Po34 132-142 Hampstead Road			X	X	X	X	X		
Po38 Regents Park Estates			X	X	X	X	X		
Po63 Granby Terrace Bridge Extension			X	X	X	X	X		
Po81 Utility Diversions Sector 1		X	X						
Po02 Noise Insulation Tranche one	X	X	X	X					
Po66 Noise Insulation Tranche 2a,3a,3b,4	X	X	X	X					

Table 11 1A programme



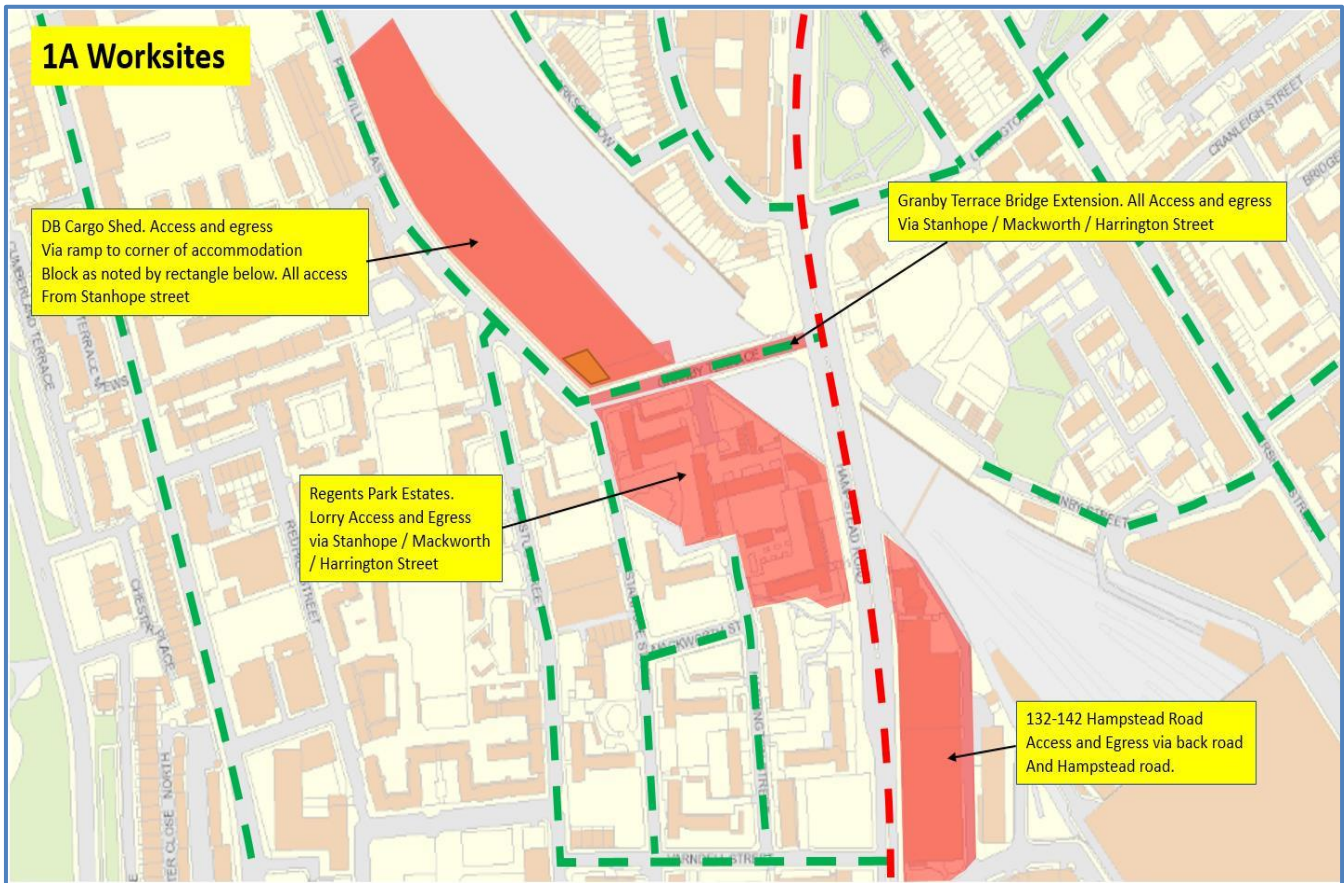


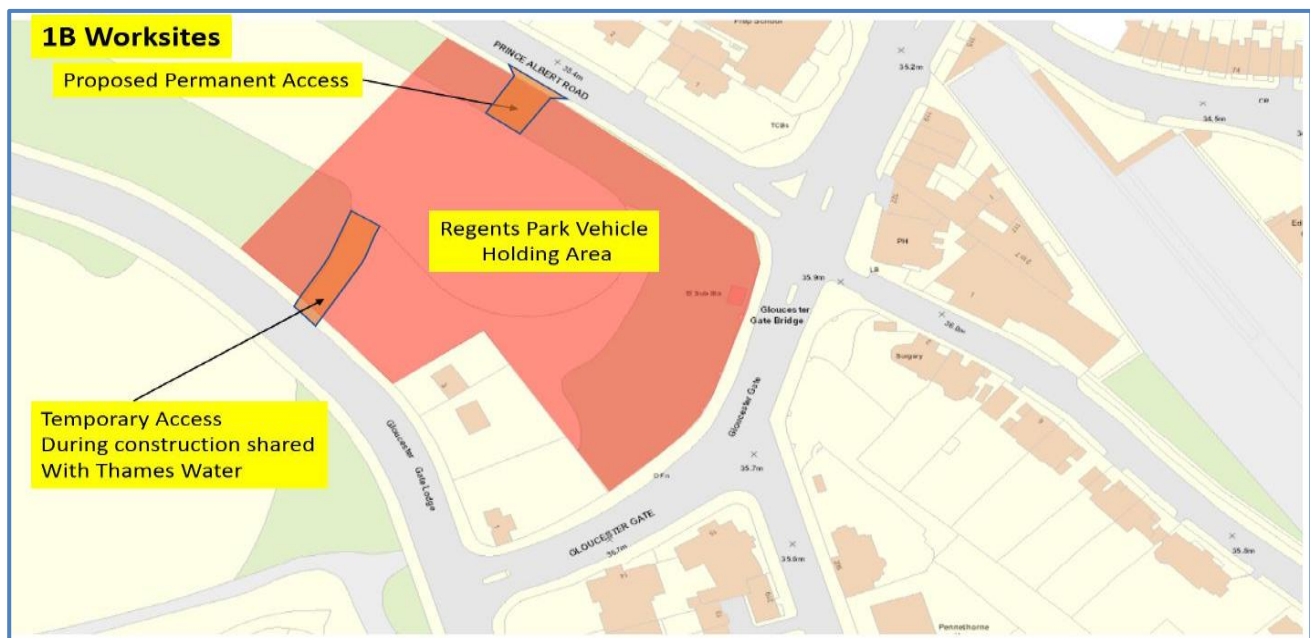
Figure 7 Sector 1A worksites

## 3.2 Sector 1B - Worksite

- 3.2.1 Regents Park Lorry Holding Area. This worksite will be established Q1 of 2018 and will facilitate the Lorry Holding Area. Access and egress during construction phase will be via the outer ring of Regents park and shared with Thames water. Once operational access and egress will be via Prince Albert Road.
- 3.2.2 Table 12 below shows work package within 1B Work packages and programme duration, figure 8 shows the location of this worksite.

Sector 1B - Work Packages	2017	2018				2019			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
P026 Regents Park Zoo Lorry holding area		X	X						

*Table 12 1B programme*



*Figure 8 Sector 1B work site*

## 3.3 Sector 3 – 3A Worksites

- 3.3.1 3A – Euston Square Gardens. This worksite will be established in Q1/Q2 of 2018 and facilitate the demolition of One Euston Square and Grant Thornton House. In addition, any required utilities diversions and the construction of an interim taxi rank. Vehicles will access and egress Euston Road via Melton Street
- 3.3.2 Table 13 below shows work packages within 3A Work packages and programme durations, figure 9 shows the locations of these worksites.

Sector 3 - Work packages within 3A worksite	2017	2018				2019			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
P011 Historic Environment - Tranche One		X	X	X	X				
P019 Euston Utilities Work - Early Compound Connections, S3		X	X	X	X				
P027c Euston Station Forecourt and Café Demolitions (includes One Euston Square and Grant Thornton)			X	X	X	X	X		
P061 Euston Square Gardens Taxi rank			X	X	X				
P072 Euston Traffic Management Package Framework Setup	X	X	X	X	X	X	X	X	X
P092b Euston Utilities Work - East Rationalisation (Zone 5)				X	X	X	X	X	X
P130 Euston Utilities Work - New Utility Corridor Section A (SWB2)			X	X					
P139 S3 Temporary Landscaping and Public Realm	X	X	X	X	X	X	X	X	X
P142 S3 Site Compounds, Security and Hoarding including Accommodation		X	X	X	X				

Table 13 3A programme

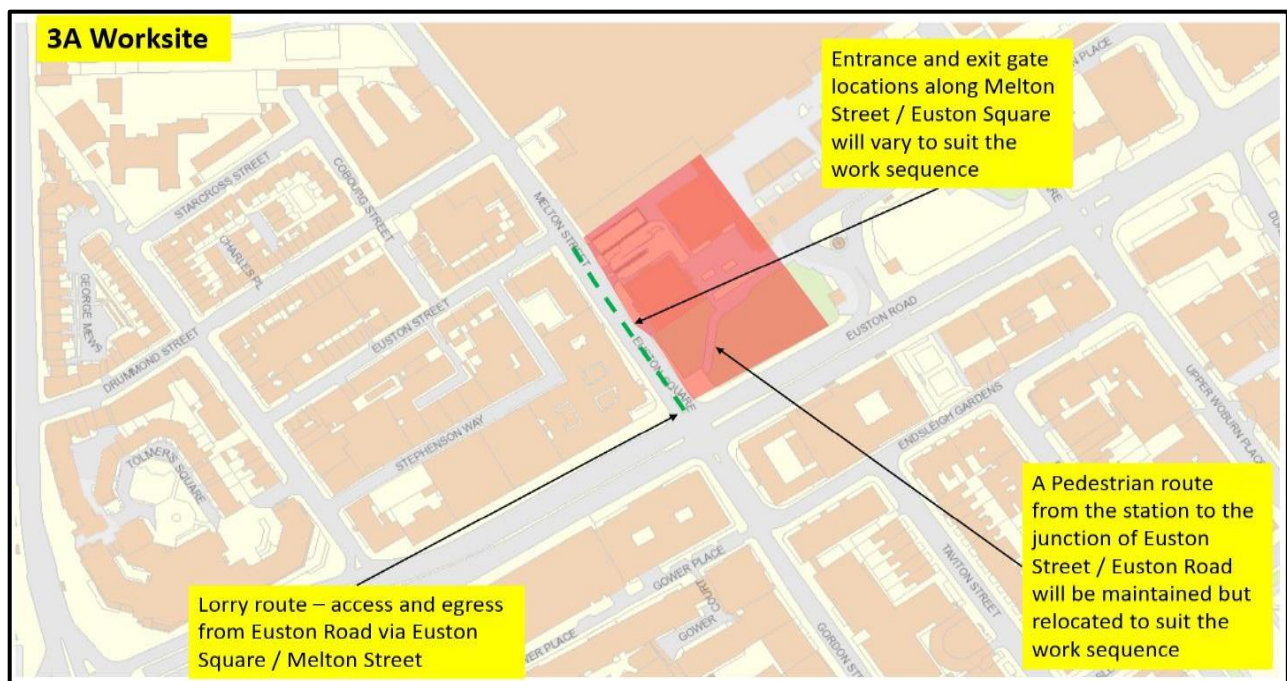


Figure 9 Sector 3A work site

## 3.4 Sector 3 – 3B Worksites (Includes the NTH worksite)

- 3.4.1 3B – This worksite facilitates the demolition of the Insull Wing, Thistle and IBIS hotels and the major exhumation works in St James Gardens. In addition, heritage, accommodation, hoarding and utility works will be carried out in this worksite. Vehicles will access and egress the site either via Hampstead Road or via Melton Street.
- 3.4.2 Table 14 below shows work packages within 3B Work packages and programme durations, figure 10 shows the locations of these worksites.

Sector 3 - Work packages within 3B worksite	2017	2018				2019				2020			
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
P007 Historic environment - Priority works	X												
P011 Historic Environment - Tranche One				X	X	X	X						
P019 Euston Utilities Work - Early Compound Connections, S3		X	X	X	X	X	X						
P027b Ibis Hotel and 1 Cobourg St Demolition & Thistle Hotel Demolition			X	X	X	X	X	X					
P054a St James Gardens Exhumation and Historic Environment Package		X	X										
P054b St James Gardens Exhumation and Historic Environment Package			X	X	X	X	X	X	X	X	X		
P054c St James Gardens Exhumation and Historic Environment Package			X	X	X	X	X	X	X	X	X		
P072 Euston Traffic Management Package Framework Setup	X	X	X	X	X	X	X	X	X	X	X	X	X
P092a Euston Utilities Work - West and South Rationalisation (Zones 3 & 4)				X	X	X	X	X	X	X	X	X	X
P093 Euston Utilities Works - New Utility Corridor				X	X	X	X	X	X	X	X	X	X
P139 S3 Temporary Landscaping and Public Realm		X	X	X	X	X	X	X	X	X	X	X	X
P142 S3 Site Compounds, Security and Hoarding including Accommodation		X	X	X	X								

Table 14 3B programme



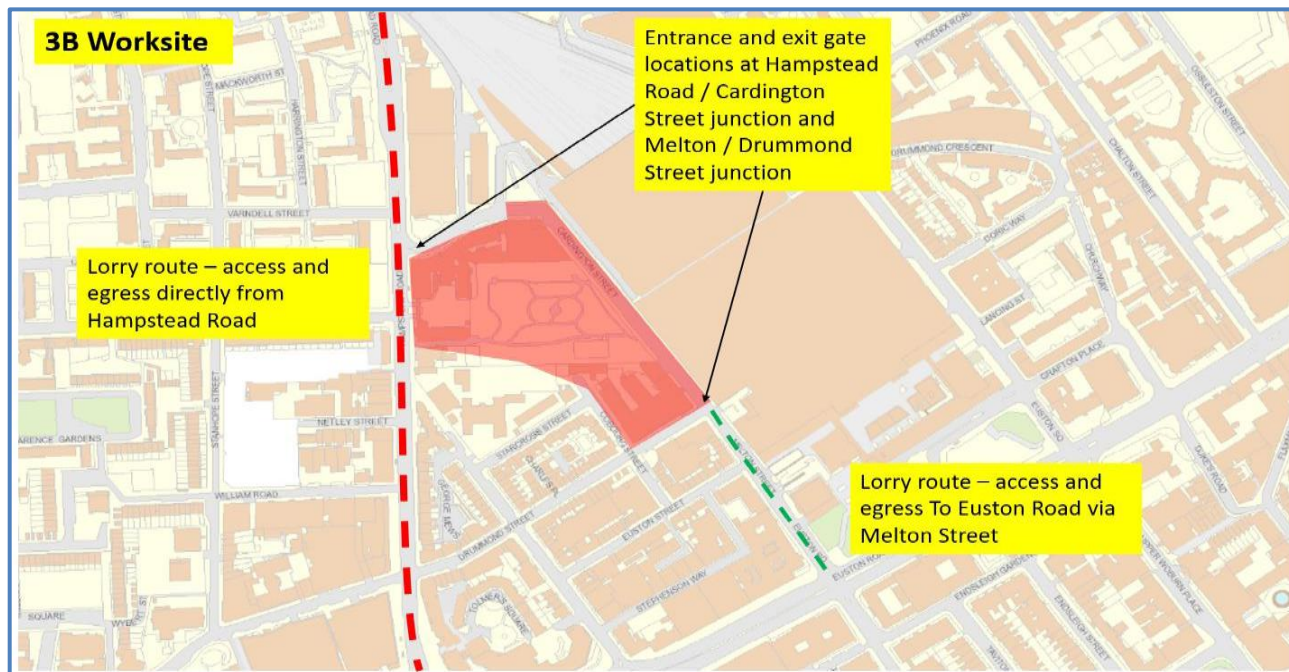


Figure 10 Sector 3B work site

## 3.5 Sector 3 – 3C Worksites

- 3.5.1 3C – Euston Street. There are three sub-worksites within 3C separated by Euston Street and Stephenson Way. The works include the demolition of Walkden House, Wolfson House and the block bordered by Drummond Street, Melton Street, Euston Street and Cobourg Street. The demolition enables the construction of a new London Underground vent shaft and substation. Vehicles will access and egress the site via Melton Street following the one-way system
- 3.5.2 Table 15 below shows work packages within 3C Work packages and programme durations, figure 11 shows the locations of these worksites.

Sector 3 - Work packages within 3C worksite	2017	2018				2019				2020				2021
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
P011 Historic Environment - Tranche One		X	X	X										
P019 Euston Utilities Work - Early Compound Connections, S3		X	X	X										
P027a Walkden/Wolfson House & Euston St Demolition			X	X	X	X								
P027d Melton St Demolitions				X	X	X								
P072 Euston Traffic Management Package Framework Setup	X	X	X	X	X	X	X	X	X	X	X	X	X	X
P092a Euston Utilities Work - West and South Rationalisation (Zones 3 & 4)				X	X	X	X	X	X	X	X	X	X	X
P093 Euston Utilities Works - New Utility Corridor				X	X	X	X	X	X	X	X	X	X	X
P131 Euston Utilities Work - 132kV, HV & MV				X	X	X	X	X	X	X	X	X	X	X

P139 S3 Temporary Landscaping and Public Realm		X	X	X	X	X	X	X	X	X	X	X	X	X
P142 S3 Site Compounds, Security and Hoarding including Accommodation		X	X	X	X	X	X	X	X	X	X	X	X	X
Po66 Euston Noise Insulation Tranche 2a, 3b & 4		X	X	X	X									
P137/138 LU Vent shaft and substation						X	X	X	X	X	X	X	X	X

Table 15 3C programme

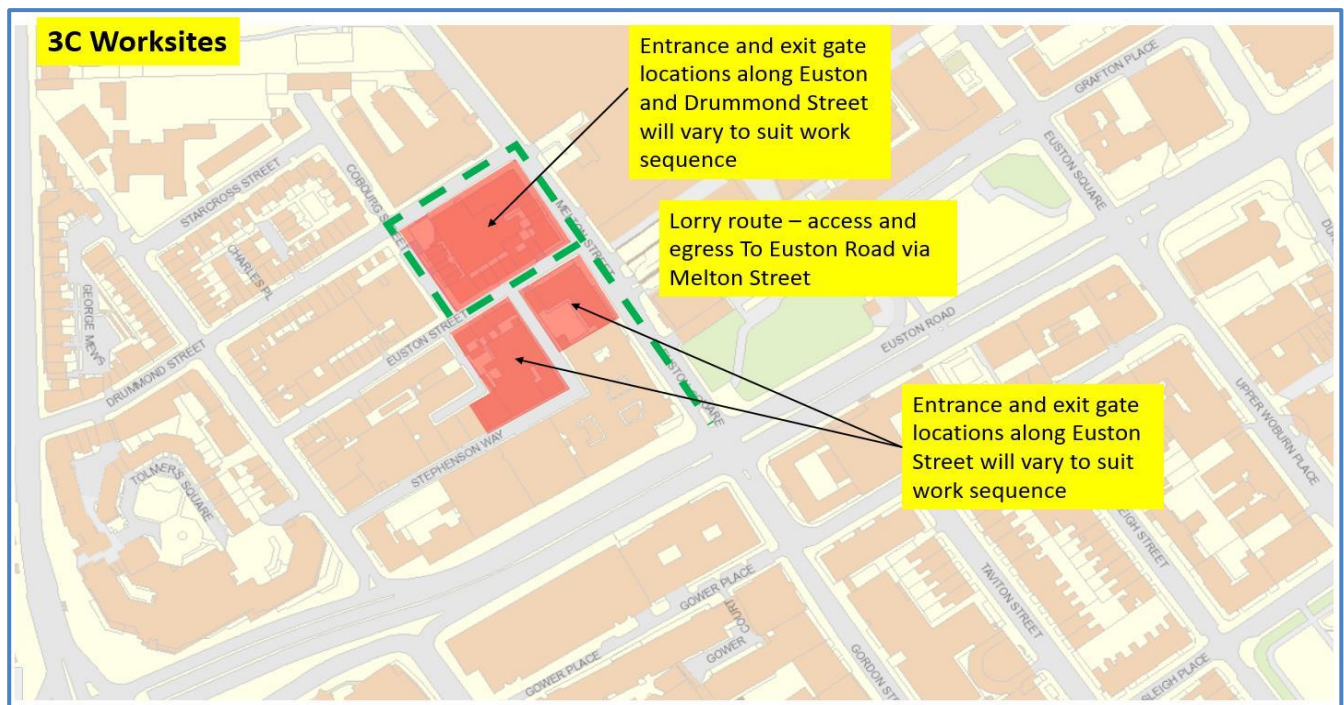


Figure 11 3C worksites

## 3.6 Thames Water 42" main diversion

- 3.6.1 Thames Water are installing a 42" main diverting it from Park Village East to Cumberland Market and further section from Cumberland Market / Redhill Street to the Hampstead Road end of Robert Street. The LTMP for these works can be found in Appendix 1 of this document.

## 3.7 Cumberland Market Gas main works

- 3.7.1 National Grid will be diverting the gas main at the junction of Cumberland Market and Augustus Street to enable Thames Water diversion works outlined in 3.6.3. The LTMP for these works can be found in Appendix 2 of this document.

## Appendix 1 Thames Water 42" mains LTMP

## Appendix 2      Cumberland Market Gas main LTMP



## Appendix 3 List of Community Groups

Primary Schools	Address
Abacus Belsize Primary School	Jubilee Waterside Centre, 105 Camley St, N1C 4PF
Argyle Primary School	Tonbridge St, Kings Cross, London WC1H 9EG
Beckford Primary School	Dornfell Street, Camden, London NW6 1QL
Brecknock Primary School	10 Cliff Villas, London NW1 9AL
Brookfield Primary School	Chester Rd, Highgate, London N19 5DH
Carlton Primary School	Grafton Road, London NW5 4AX
Christ Church Primary School Hampstead (CE)	Christ Church Hill, London. NW3 1JH
Christ Church Primary School Redhill Street (CE)	Regent's Park, Redhill St, London NW1 4BD
Christopher Hatton Primary School	38 Laystall St, Holborn, London EC1R 4PQ
Edith Neville Primary School	174 Ossulston St, Kings Cross, London NW1 1DN
Eleanor Palmer Primary School	Lupton St, London NW5 2JA
Emmanuel Primary School (CE)	158 Mill Ln, London NW6 1TF
Fitzjohn's Primary School	86A Fitzjohn's Ave, Hampstead, London NW3 6NP
Fleet Primary School	Fleet Rd, Hampstead, London NW3 2QT
Gospel Oak Primary School	Mansfield Rd, London NW3 2JB
Hampstead Parochial Primary School (CE)	2A Holly Bush Vale, London NW3 6TX
Hawley Infant School	3 Hawley Rd, London NW1 8RP
Holy Trinity and St Silas Primary School (CE)	56 Clarence Way, London NW1 8DG
Holy Trinity Walk Primary School (CE)	Trinity Walk, Maresfield Gardens, London NW3 5SQ
Kentish Town Primary School (CE)	6 Frideswide Pl, London NW5 2AA
Kings Cross Academy	4 Wollstonecraft St, Kings Cross, London N1C 4BT
Kingsgate Primary School	96 Kingsgate Rd, London NW6 2JG
Netley Primary School	Netley Campus, 74 Stanhope St, London NW1 3EX
New End Primary School	Streatley Pl, Hampstead, London NW3 1HU
Our Lady's Primary School (RC)	Pratt St, London NW1 0DP
Primrose Hill School	40 Princess Rd, London NW1 8JL
Rhyl Primary School	7-31 Rhyl St, London NW5 3HB
Richard Cobden Primary School	29 Camden St, Camden Town, London NW1 0LL
Rosary Primary School (RC)	238 Haverstock Hill, Hampstead, London NW3 2AE
St Alban's Primary School (CE)	Baldwin's Gardens, Holborn, London EC1N 7SD
St Aloysius Infant School (RC)	20 Phoenix Rd, Kings Cross, London NW1 1TA
St Aloysius Junior School (RC)	Aldenharn St, Kings Cross, London NW1 1PS
St Dominic's Primary School (RC)	Southampton Rd, London NW5 4JS
St Eugene de Mazenod Primary School (RC)	Mazenod Ave, London NW6 4LS
St George the Martyr Primary School (CE)	2NX, John's Mews, London WC1N
St Joseph's Primary School (RC)	Macklin St, London WC2B 5NA
St Luke's Primary School (CE)	Kidderpore Ave, London NW3 7SU
St Mary & St Pancras Primary School (CE)	81 Werrington St, Kings Cross, London NW1 1QP
St Mary's Kilburn Primary School (CE)	Quex Rd, London NW6 4PG
St Michael's Primary School (CE)	88 Camden St, London NW1 0JA
St Patrick's Primary School (RC)	Holmes Rd, London NW5 3AH
St Paul's Primary School (CE)	Elsworthy Rd, London NW3 3DS
Torriano Primary School	Torriano Ave, London NW5 2SJ
<b>Secondary schools</b>	
Acland Bughley School	93 Burghley Rd, London NW5 1UJ
Camden School for Girls	Sandall Rd, London NW5 2DB
Hampstead School	Westbere Rd, London NW2 3RT
Haverstock School	24 Haverstock Hill, Chalk Farm, London NW3 2BQ

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La Sainte Union Catholic School	Highgate Rd, Highgate, London NW5 1RP
Maria Fidelis RC Convent School	34 Phoenix Rd, Kings Cross, London NW1 1TA
Parliament Hill School	Highgate Rd, Highgate, London NW5 1RL
Regent High School	Chalton St, Kings Cross, London NW1 1RX
UCL Academy	Adelaide Rd, London NW3 3AQ
William Ellis School	Highgate Rd, Highgate, London NW5 1RN
<b>Hospitals in Camden</b>	
Eastman Dental Hospital	256 Grays Inn Rd, London WC1X 8LD
Great Ormond Street Hospital	Great Ormond St, London WC1N 3JH
Hospital for tropical Diseases	Mortimer Market, Capper St, Bloomsbury, WC1E 6JB
Huntley Centre	St Pancras Hospital 4. St Pancras Way London NW1 0PE ...
London Heart Hospital	16-18 Westmoreland St, Marylebone, London W1G 8PH
National Hospital for Neurology and Neurosurgery	Queen Square, London WC1N 3BG
Royal Free Hospital	Pond St, Hampstead, London NW3 2QG
Royal London Hospital for Integrated Medicine	60 Great Ormond St, London WC1N 3HR
Royal National Throat Nose and Ear Hospital	330 Grays Inn Rd, Kings Cross, London WC1X 8DA
St Lukes Woodside Hospital	Woodside Avenue, Muswell Hill, N10 3HU
St Pancras Hospital	4 St Pancras Way, Kings Cross, London NW1 0PE
University College Hospital (UCH)	235 Euston Rd, Bloomsbury, London NW1 2BU
Urgent Care Centre University College Hospital	235 Euston Rd, Bloomsbury, London NW1 2BU
<b>Special and alternative schools</b>	<b>Address</b>
Agincourt House Pupil Referral Unit	CCFL Key Stage 4 School, Agincourt Rd, NW3 2NY
Frank Barnes Primary School for Deaf Children	4 Wollstonecraft St, Kings Cross, London N1C 4BT
Great Ormond Street Hospital School	Great Ormond St, London WC1N 3JH
One One Five Pupil Referral Unit	Harmood St, London NW1 8DP
Robson House	74 Stanhope St, Kings Cross, London NW1 3EX
Royal Free Hospital Children's School	25 Pond St, Hampstead, London NW3 2PN
SEMH Special School	Harmood St, London NW1 8DP
Swiss Cottage School	80 Avenue Road, London NW8 6HX
Wac Arts College	213 Haverstock Hill, London NW3 4QP
<b>Further education</b>	
City Literary Institute	1-10 Keeley St, London WC2B 4BA
LaSWAP Sixth Form	Highgate Rd, Highgate, London NW5 1RP
Mary Ward Centre	42 Queen Square, Bloomsbury, London WC1N 3AQ
Westminster Kingsway College	211 Grays Inn Rd, Kings Cross, London WC1X 8RA
Working Men's College	44 Crowndale Rd, Kings Cross, London NW1 1TR
<b>Independent schools</b>	
<b>Primary and preparatory schools</b>	
The Academy School	3 Pilgrim's Pl, Hampstead, London NW3 1NG
Broadhurst School	19 Greencroft Gardens, London NW6 3LP
The Cavendish School	London NW1 7EY
Devonshire House Preparatory School	
The Hall School	
Hampstead Hill School	Hampstead, London NW3 2PP
Heathside Preparatory School	16 New End, Hampstead, London NW3 1JA
Hereward House School	
La Petite Ecole Bilingue	22 Vicar's Rd, London NW5 4NL
Lyndhurst House Preparatory School	24 Lyndhurst Gardens, Hampstead, London NW3 5NW
Maria Montessori School	134A Abbey Rd, London NW6 4SN
The Mulberry House School	7 Minster Rd, West Hampstead, London NW2 3SD

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The Phoenix School	36 College Cres, Hampstead, London NW3 5LF
Rainbow Montessori School	13 Woodchurch Rd, London NW6 3PL
St Anthony's School	
St Christopher's School	32 Belsize Ln, Hampstead, London NW3 5AE
St Mary's School Hampstead	47 Fitzjohn's Ave, London NW3 6PG
Sarum Hall School	Eton Ave, London NW3 3EL
Trevor-Roberts School	57 Eton Ave, London NW3 3ET
The Village School	2 Parkhill Rd, London NW3 2YN
<b>Senior and all-through schools</b>	
CATS College London	Piccadilly Court, 457-463 Caledonian Rd, London N7 9BJ
Collège Français Bilingue de Londres	87 Holmes Rd, Camden Town, London NW5 3AX
Ecole Jeannine Manuel	43-45 Bedford Square, Bloomsbury, London WC1B 3DN
Fine Arts College	41 England's Ln, London NW3 4YD
North Bridge House School	1 Gloucester Ave, London NW1 7AB
St Margaret's School	18 Kidderpore Gardens, London NW3 7SR
South Hampstead High School	3 Maresfield Gardens, London NW3 5SS
Southbank International School	17 Conway St, Fitzrovia, London W1T 6BN
University College School	11 Holly Hill, London NW3 6QN
<b>Special and alternative schools</b>	
Gloucester House	33 Daleham Gardens, London NW3 5BU
<b>Further education</b>	
Abbey College London	23 Bloomsbury Square, Bloomsbury, London WC1A 2PJ
<b>Other local community groups and associations</b>	
St Marys Church Eversholt Street	
Hampstead Seventh-day Adventist Church	Eversholt St, Kings Cross, London NW1 1BN
West Euston Partnership	66 Haverstock Hill, Hampstead, London NW3 2BE
Ossulston Street Residents Association	29-, 31 Hampstead Rd, London NW1 3JA
Somers Town Community Association	Levita house, Charlton Street. London, NW1 1HN
Stephenson Way Community Group	150 Ossulston St, Kings Cross, London NW1 1EE
Camden Cutting Group	
Conservation Area Advisory Committees	
Churchway Estate Tenants and Residents Association	
Cobourg Street residents	
Park Village and Environs Residents Association	
Amphill Estate Tenants and Residents Association	

## Appendix 4 Table of Trial Hole Works

Street	Trial Hole Number	Trial hole to include footpath?	Approximate depth required (m)	Within High Speed Act*
Augustus Street	E001	No	1.20	Entire Length
	E002	No	1.20	Entire Length
Cardington Street	E064	Extend to both footpaths	2.00	Outside Act Limits
	E065	Extend to both footpaths	2.00	Outside Act Limits
	E066	Extend to both footpaths	2.00	Outside Act Limits
Cobourg Street	E003	Extend to both footpaths	1.20	Entire Length
	E004	Extend to both footpaths	1.20	Entire Length
Drummond Street	E005	Extend to both footpaths	2.00	Within Act Limits
	E006	No	1.20	Within Act Limits
Endsleigh Gardens	E007	No	1.50	Entire Length
Euston Bus Station	E008	No	1.20	Entire Length
Euston Road	E009	Footpaths only, no carriageway	1.20	Within Act Limits
	E010	No	1.50	Within Act Limits
	E011	Footpaths only, no carriageway	1.20	Within Act Limits
	E012	Footpaths only, no carriageway	1.20	Within Act Limits
Euston Street	E067	N/A	1.50	Within Act Limits
Gordon Street	E013	Extend to both footpaths	1.20	Within Act Limits
	E014	Extend to both footpaths	1.20	Within Act Limits
Gower Place	E015	Extend to left footpath	1.20	Entire Length
	E016	No	1.20	Entire Length
Granby Terrace	E017	Extend to both footpaths	1.50	Entire Length
	E018	Extend to both footpaths	1.50	Entire Length

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Hampstead Road	E019	Extend to both footpaths	1.20	Within Act Limits
	E020	Extend to both footpaths	1.20	Within Act Limits
	E021	Extend to both footpaths	1.20	Within Act Limits
	E022	Extend to both footpaths	1.50	Within Act Limits
Harrington Street	E023	No	1.20	Entire Length
Lidlington Place	E024	Extend to both footpaths	1.50	Entire Length
	E025	Extend to both footpaths	1.50	Entire Length
	E026	No	1.20	Entire Length
Melton Street	E027	Extend to left footpath	1.50	Outside Act Limits
North Gower Street	E028	No	1.20	Within Act Limits
	E029	No	1.50	Within Act Limits
Robert Street	E030	No	1.20	Entire Length
Stanhope Street	E031	Footpaths only, no carriageway	1.20	Entire Length
	E032	Extend to both footpaths	1.20	Entire Length
	E033	Extend to both footpaths	1.20	Entire Length
Varndell Street	E034	Left footpath only, no carriageway	1.20	Entire Length
	E035	Extend to left footpath	1.20	Entire Length
	E036	No	1.20	Entire Length

## Appendix 5 Extract of Highway Consents Register

Contractor	WP No	Sector	Requirements	Location	Street	Consent Granting Body	TRO	Lane Closure	PBS	Bus Stop	Status
CSJV	P004	S3	Erect hoardings (on Highway) And Temp F/W Closure	William Hill + Cottage Hotel	Regnart Buildings, Euston Street, Stephenson Way	Camden	N	N	Y	N	In Progress
CSJV	P004	S3	Erect hoardings (on Highway) for demolition	Walkden House	Melton Street, Euston Street, Stephenson Way	Camden	N	N	Y	N	In Progress
CSJV	P003	S1	Utility Trial Holes	E022 - Hampstead Road - o/s 261 Hampstead Road	Hampstead Road	TfL	N	Y	N		Proposed
CSJV	P003	S1	Utility Trial Holes - Road closure	E017 - Granby Terrace - 10m from jnt. with Hampstead Road	Granby Terrace	Camden	Y	N	Y		In Progress
CSJV	P003	S1	Utility Trial Holes - Road closure	E018 - Granby Terrace - 20m from jnt with Stanhope Street	Granby Terrace	Camden	Y	N	Y		In Progress
CSJV	P034	S1	Erect hoardings (on Highway) for vacant possession	132-140, Bartlett Building (UCL)	Hampstead Road	TfL	N	N	N		In Progress
CSJV	P005	S1	Footway closure to de vegetate the remaining plants on the crown land, closure of footway to erect hoarding and knock down unsecure wall split within phases.	Park Village East	Park Village East	Camden	N	N	Y	N	In Progress
CSJV	P003	S1	Utility Trial Holes	E023 - Corner of Harrington Street and Mackworth Street, o/s Coniston	Harrington Street	Camden	N	N	Y		Proposed
CSJV	P003	S1	Utility Trial Holes	E033 - 10m from jnc with Granby terrace	Stanhope Street	Camden	N	Y	N		Proposed
CSJV	P003	S1	Utility Trial Holes	E002 - 20m from jnc with Park Village East	Augustus Street	Camden	N	N	Y		Proposed
CSJV	P004	S3	Erect hoardings (on Highway) And Temp F/W Closure	Thistle Hotel	Cardington Street	Camden	N	N	N	N	In Progress
CSJV	P003	S1	Utility Trial Holes	E032 - 10m from jnc with Mackworth Street	Stanhope Street	Camden	N	N	Y		Proposed

## Appendix 6 Undertakings and Assurances

Beneficiary	Location	Reference Number	Subject	Comments
London Borough of Camden	Euston Station S3	1102	Reduction of Workforce related travel	See this document section 7.1
London Borough of Camden	Euston Station S3	1103, 1104, 1105	Impacts of Construction Traffic	RTMP, LTMP, agreed & dedicated lorry routes, TLG meetings
London Borough of Camden	London Borough of Camden Drayton House, The Podium, 1 Euston Square, 132-140 Hampstead Road: S1/S3	1108, 1788	Local Traffic Management Plans	RTMP, LTMP, TLG Meetings
London Borough of Camden	London Borough of Camden: S1	1110	Traffic Management Detailed Design	Interface with Stakeholders, specialist TM contractor
London Borough of Camden	London Borough of Camden: S1	1160, 1162, 1163, 1165, 1166, 1167	Reduction on effects on Schools	LTMP, Interface with stakeholders, TLG meetings
London Borough of Camden	Drayton House, Gower Court, The Podium, Euston Square, 132 to 140 Hampstead Road, S1/S3	1162, 1164, 1165, 1763	Maintenance of Flow of Vehicle, pedestrian and Cyclist Access	RTMP, LTMP, Dedicated lorry routes, TLG meetings
General	Route-wide	2780	Communication throughout construction	The nominated undertaker will communicate regularly with affected parties throughout the period of the HS2 construction works.
General	Route-wide	41	Access for people with restricted mobility	The nominated undertaker will ensure that people with restricted mobility continue to have access to services and buildings where such access and services are temporarily disrupted during the HS2 Phase One construction works.
General	Route-wide	42	Alternative routes for wheelchairs uses and ambulant disabled persons	Where the normal means of access must be diverted, or blocked off, alternative safe routes for wheelchair users and ambulant disabled persons will be identified, taking into account existing hazards and obstructions such as pavement kerbs and lamp-posts.
General	Route-wide	52	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.
General	Route-wide	2784	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.

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General	Route-wide	65	Communication with affected parties on closure of roads or public right of way	The nominated undertaker will require contractors to communicate regularly with parties affected by the works. Residents and businesses will be informed - appropriately and in advance of the dates and durations of any closures of roads or public right of way, and will be provided with details of diversion routes at least two weeks in advance or when final details are available. Advance warning signs of road closures will be provided for users of roads and public of rights of way.
General	Route-wide	66	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.
General	Route-wide	67	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.
General	Route-wide	68	Local liaison during construction	Liaison will continue 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).
General	Route-wide	64	Temporary traffic 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.
General	Route-wide	56	Maintaining bus routes	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
General	Route-wide	2129	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.
General	Route-wide	2130	Meeting needs for cyclists and 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.
General	Route-wide	2131	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.
TFL	Park Crescent Lorry Holding Area	2265, 2370	Conflict with cycle super highway	
General	Route-wide	2137	FORS standard	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.
General	Route-wide	2139	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.
General	Route-wide	2140	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.



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General	Route-wide	2141	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: - 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. Fresnel lenses will not be considered adequate for blind spot minimisation.
General	Route-wide	2142	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.
General	Route-wide	2143	Vehicle safety – over 7.5t	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. 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: - 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. 7.9 Where appropriate, vehicle safety measures can be extended, so that as technology and vehicle design improves these could be adopted sooner by the project as a business case allows.
TFL	Route-wide	946	Protective provisions agreement	Undertaking signed by Secretary of State
Cyclists Touring Club	Route-wide	1053	Reference documents for Cycle Proofing Working Group	In its engagement with the Cycle Proofing Working Group, the Promoter will have due regard to the applicable aspects of 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 successor documents of similar scope) as appropriate.
The Greater London Authority and TFL	Route-wide	1225	Draft Route Wide Traffic Management Plan	8.1 The Promoter confirms any changes made to the draft Route Wide Traffic Management Plan before it is finalised will not lessen the level of environmental protection contained in the current draft. 8.2 The Promoter will amend the general principles of the Environmental Minimum Requirements to include the following: 8.2.1 References in any of the documents in the Annexes to specific standards or guidance represents a minimum requirement for the project. This does not preclude consideration of alternative approaches where the standards or guidance become obsolete or are superseded by new standards or guidance. 8.2.2 Where the Nominated Undertaker proposes to update any part of these documents in response to new guidance or standards it will consult the Planning Forum, the National Environmental Forum or a relevant sub-group of these bodies as appropriate on the wording of such a change.  8.3 The Promoter will require the Nominated Undertaker to continue to work with TfL and the GLA through the HS2 Planning Forum to develop further the Code of Construction Practice (CoCP) and related documentation to mitigate the impacts of the construction of the HS2 works in Greater London. 8.4 Areas of the CoCP and associated documents to be considered through the HS2 Planning Forum include provisions relating to: (a) air quality; (b) the safety of vulnerable road users; (c) the mechanisms for the amendment of the CoCP over time to reflect changes in standards, legislation and guidance; and (d) the Route Wide Traffic Management Plan and associated documents. 8.5 The Promoter will require the Nominated Undertake to ensure that the CoCP and other environmental controls set out in information paper E1 will reflect best practice from other major infrastructure projects (including, in London, any guidance issued by the Mayor).



## Appendix 7 Lorry routes

