



Our ref: LBC.LR.01 & LBC.LR.02

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22<sup>nd</sup> January 2018

Dear Sirs,

## **High Speed 2 (HS2) Phase 1 Act - Schedule 17 – Lorry Route Application**

### **LONDON BOROUGH OF CAMDEN: NATIONAL TEMPERANCE HOSPITAL (NTH) AND COBOURG STREET WORKSITES**

Thank you for including Transport for London (TfL) in the pre-planning application process, the aim of which is to ensure that the application is successful in transport terms and in accordance with the HS2 Phase 1 Act.

We understand that the proposal is to designate the entire TfL Road Network (TLRN) as a main HS2 lorry route. Our following response is based on that understanding and information provided to us by HS2 to date.

#### **Planning context**

Costain Skanska Joint Venture is seeking consent on behalf of HS2 Ltd for "Lorry Route" approval in line with paragraph 6 of schedule 17 of the High Speed 2 Rail Act 2017, 'Conditions relating to road transport' and Planning Forum Note 6: Lorry Route Approvals.

Under paragraph 6 of Schedule 17, where lorry movements exceed 24 per day to and from a given construction site, the lorry route must be approved by the relevant Qualifying Authority, which for the purpose of this application is the London Borough of Camden.

As the TLRN was not specifically mentioned within the HS2 Act 2017, the nominated undertaker is also applying to the London Borough of Camden for approval for the entire TLRN to be designated as a main lorry route to access the trunk road network.

#### **Site context**

This application relates to enabling works sites within the London Borough of Camden that will generate more than 24 lorry vehicle movements per day.

The proposed works relate to enabling activities, primarily demolition, within the immediate vicinity required to accommodate the HS2 route. This will require demolition and clearance of above-ground structures and buildings.

## Our position

We recognise the role of the TLRN, alongside other road networks and movement via rail, in facilitating the construction of HS2. However, use of the TLRN must reflect and take account of road safety, environmental and network impact issues, which will vary depending on specific locations and local conditions. In particular we need to acknowledge the unique challenges presented by working in central London and how HS2 lorry routes will interact with Healthy Streets proposals and the Mayors draft Transport Strategy.

Based on the information contained within this application and from the Local Traffic Management Plan (LTMP) for Camden we understand lorry movements relating to the works in the application will be significantly less than assessed in the HS2 Environmental Statement (ES).

We also acknowledge that the nominated undertaker will adopt a vehicle management strategy in line with HS2's Route Wide Traffic Management Plan (RTMP). These measures, plus other control mechanisms outlined in the Environmental Minimum Requirements (EMRs) and Code of Construction Practice (CoCP), seek to reduce the risk to vulnerable roads users and environmental impact from the proposed lorry routes.

Therefore while we accept that the TLRN has a role in facilitating access to and from site during the enabling works described in this application, we wish to continue working closely with HS2, their designated undertaker and the London Borough of Camden to encourage the use of alternative freight strategies, co-ordinate vehicle movements with other network activities, and minimise the impact of the works on road users and local residents.

In addition, owing to the dynamic nature of the HS2 project, the TLRN, and central London, we wish to keep the suitability of the TLRN under constant review in the lead up to and during the works, and my team will be available throughout to continue this dialogue.

Yours Faithfully,



**Rob Sample**

**Works Master Planning Manager  
Network Management Directorate  
Transport for London**

Cc: All attendees