



# **High Speed Rail (London - West Midlands) Act**

**High Speed Two (HS2) Ltd**

**London Borough of Camden**

## **National Temperance Hospital (NTH) and Cobourg Street worksites**

**Schedule 17 Lorry Route Approval  
Written Statement for Information**

**Consent Register Refs: LBC.LR.01 & LBC.LR.02  
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# 1 Introduction

## 1.1 Background Information

Scheme	High Speed 2
Applicant	High Speed Two (HS2) Limited
Applicant Address	The Podium – 1 Eversholt Street, London, NW1 2DN
Site Address	<p><b><u>National Temperance Hospital (NTH) North Worksite</u></b> Address (nearest): 140 Hampstead Road, London NW1 2BX X (Easting): 529244, Y (Northing): 182857</p> <p><b><u>National Temperance Hospital (NTH) South Worksite</u></b> Address (nearest): Cardington Street, London, NW1 2LW X (Easting): 529316, Y (Northing): 182706</p> <p><b><u>Cobourg Street North Worksite</u></b> Address (nearest): Cobourg Street, London, NW1 2HJ X (Easting): 529452, Y (Northing): 182588</p> <p><b><u>Cobourg Street South Worksite No. 1</u></b> Address (nearest): 77-79 Euston Street, London, NW1 2ET. X (Easting): 529444, Y (Northing): 182537</p> <p><b><u>Cobourg Street South Worksite No. 2</u></b> Address (nearest): Walkden House, Euston Street, W1A 2LX X (Easting): 529487, Y (Northing): 182561</p>
Description	Submission under Schedule 17 (6) to the High Speed Rail (London-West Midlands) Act for approval of lorry routes (conditions relating to road transport) between the compounds/worksites highlighted above and the Special/Trunk Road Network, in association with enabling works activities.

## 1.2 Terms of reference

This written statement has been compiled in accordance with the High Speed Two (HS2) Planning Memorandum and Forum Notes as required by the planning regime established under Schedule 17 to the High Speed Rail (London-West Midlands) Act 2017 (the Act).

Written Statement (for information)  
**Euston Area Lorry Routes**

This statement provides London Borough of Camden with information to assist with the determination of the lorry route submission in relation to the above description of works. This statement is for information only and not for approval - please refer to the submitted document entitled 'List of Roads for Approval' that presents those details for which approval are sought.

### **1.3 Introduction to High Speed 2**

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.

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.

### **1.4 High Speed Rail (London-West Midlands) Act 2017**

The Act provides powers for the construction and operation of Phase One of HS2. Schedule 1 of the Act describes the 'scheduled works' that the nominated undertaker will be authorised to carry out.

For the routes which are the subject of this request for approval, HS2 Ltd is the nominated undertaker.

Section 20 of the Act deems planning permission to be granted for the development authorised by it, subject to the provisions of Section 20 and conditions set out in Schedule 17.

Schedule 17 to the Act includes conditions requiring various matters to be approved by the relevant local planning authority.

This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act 1990) and is different in terms of the nature of submissions and the issues that the local planning authorities (LPAs) can have regard to in determining requests for approval.

The Planning Conditions set out in Schedule 17 of the Act requires the nominated undertaker to submit requests for approval to qualifying authorities for, including:

- matters ancillary to development (referred to as construction arrangements);

- Plans and Specifications;
- Bringing into Use;
- Site Restoration Schemes; and
- Road Transport (lorry route approval).

This document includes information in respect of the latter point above – that is the approval of arrangements for movements of large goods vehicles (LGV's) to and from worksites as identified in this statement and in association with enabling works activities.

Schedule 17 of the Act sets out the grounds on which the qualifying authority may impose conditions on approvals, or refuse to approve the requests for approval.

### **1.5 High Speed 2 Code of Construction Practice**

The nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The scope of the EMRs encompasses the High Speed 2 Code of Construction Practice (CoCP). Chapter 1, Section 6 of the Camden Local Traffic Management Plan (LTMP, Revision 4) provides further details on managing construction movements, having regard to the CoCP.

## 2 Lorry Routes for Approval

### 2.1 Description of Lorry Routes for Approval

Approval is sought in respect of the arrangements for movements of large goods vehicles (LGVs) to and from the worksites as identified in this statement and in association with enabling works activities comprising demolitions, site clearance (including exhumations), ground investigations, utility works/diversions and associated works.

Large Goods Vehicles (LGVs) are defined as being goods vehicles exceeding 7.5 tonnes in gross weight. Lorry route approval is only required where there will be in excess of 24 LGV movements per day – whether to or from the site.

Approval is therefore sought for the following lorry routes associated with the above listed enabling works and corresponding to each named worksite:-

<b>Routes</b>
<p><b>NTH north worksite:</b></p> <p>Transport for London Road Network (TLRN) in full, A4201/Great Portland Street (between A501/Euston Road and B506 junctions), A4201/Albany Street (between A501/Euston Road and A4201/Osnaburgh Terrace junctions), A4201/Osnaburgh Terrace (between A4201/Albany Street and A4201/Osnaburgh Street junctions), A4201 Osnaburgh Street (between A4201/Osnaburgh Street and A501 Euston Road junctions), Cardington Street (between A400/Hampstead Road and entrance to Network Rail Power Box).</p>
<p><b>NTH south worksite:</b></p> <p>Transport for London Road Network (TLRN) in full, A4201/Great Portland Street (between A501/Euston Road and B506 junctions), A4201/Albany Street (between A501/Euston Road and A4201/Osnaburgh Terrace junctions), A4201/Osnaburgh Terrace (between A4201/Albany Street and A4201 Osnaburgh Street junctions), A4201 Osnaburgh Street (between A4201 Osnaburgh Terrace and A501 Euston Road junctions), Cardington Street (between A400/Hampstead Road and entrance to Network Rail Power Box), Melton Street.</p>
<p><b>Cobourg Street north worksite:</b></p> <p>Transport for London Road Network (TLRN) in full, A4201/Great Portland Street (between A501/Euston Road and B506 junctions), A4201/Albany Street (between A501/Euston Road and A4201/Osnaburgh Terrace junctions), A4201/Osnaburgh Terrace (between A4201/Albany Street and A4201 Osnaburgh Street junctions), A4201 Osnaburgh Street (between A4201 Osnaburgh Terrace and A501 Euston Road junctions), Melton Street, Euston Street (between Melton Street and Cobourg Street junctions), Cobourg Street (between Euston Street and Drummond Street junctions), Drummond Street (between Cobourg Street and Melton Street junctions).</p>
<p><b>Cobourg Street south worksite 1:</b></p> <p>Transport for London Road Network (TLRN) in full, A4201/Great Portland Street (between A501/Euston Road and B506 junctions), A4201/Albany Street (between A501/Euston Road and A4201/Osnaburgh Terrace junctions), A4201/Osnaburgh Terrace (between</p>

Written Statement (for information)

**Euston Area Lorry Routes**

A4201/Albany Street and A4201 Osnaburgh Street junctions), A4201 Osnaburgh Street (between A4201 Osnaburgh Terrace and A501 Euston Road junctions), Melton Street, Euston Street (between Melton Street and Cobourg Street junctions), Cobourg Street (between Euston Street and Drummond Street junctions), Drummond Street (between Cobourg Street and Melton Street junctions).

**Cobourg Street south worksite 2:**

Transport for London Road Network (TLRN) in full, A4201/Great Portland Street (between A501/Euston Road and B506 junctions), A4201/Albany Street (between A501/Euston Road and A4201/Osnaburgh Terrace junctions), A4201/Osnaburgh Terrace (between A4201/Albany Street and A4201 Osnaburgh Street junctions), A4201 Osnaburgh Street (between A4201 Osnaburgh Terrace and A501 Euston Road junctions), Melton Street, Euston Street (between Melton Street and Cobourg Street junctions), Cobourg Street (between Euston Street and Drummond Street junctions), Drummond Street (between Cobourg Street and Melton Street junctions).

These routes are also formally presented in the document entitled 'List of Roads for Approval'. They are also illustrated on the accompanying 'NTH/Cobourg Street Worksites – lorry route plan' which is submitted for information.

## 2.2 Transport for London Road Network

The Transport for London Road Network (TLRN) is a 580km network of main roads within Greater London. Known alternatively as 'Red Routes' and identifiable by red road markings and signage, the TLRN is equivalent to the trunk road network within Greater London.

Lorry route approval applies in respect of routes between worksites/compounds and the special/trunk road network. However, in Greater London, approval is also required for the use of the TLRN. As such, this submission seeks Lorry route approval for the use of the whole TLRN.

TfL have provided their general approval for the use of the TLRN for HS2 enabling works in Camden (see Appendix B). However, TfL are not the approving body for such requests for the approval of lorry routes and the decision, ultimately, rests with the local authorities (in this case London Borough of Camden).

It is recognised that where an existing supplier/business is located between the special/trunk road network and a compound, Large Goods Vehicles (LGV's) from that supplier/business to the site will be required to take the most appropriate route to join the main route. As such, in the event that there are suppliers/businesses located between the special /trunk road network and the HS2 sites the subject of this submission, they will use the most appropriate route from the supplier/business in accordance with Planning Forum Note 6.

The full extent of the TLRN is shown on the plan within Appendix C.



## **2.3 Consultation and Engagement**

The lorry route submission has been the subject of 2 no. pre-application meetings with officers of London Borough of Camden. It has also been discussed and presented at a series of monthly Camden Traffic Liaison Group meetings. Such meetings have been attended by LB Camden officers as well as Transport for London (TfL) and Westminster City Council representatives.

Please refer to Appendix A for a summary of all consultation and engagement undertaken in respect of the lorry routes.

## **2.4 Structure of the Statement**

Section 3 provides further information in respect of the site location, the surrounding highway network, site access positions and estimated LGV numbers. Such information is for background context only and is not for approval. The LTMP provides further details of associated lorry movements under Chapter 2.

Section 4 provides a summary table for each named worksite, detailing the predicted levels of lorry movements and the timeframes. A summary table is also provided at the end of the section. Section 5 outlines the other main consents associated with the works and Section 6 lists the plans that are submitted for information.

### **3 Location and Characteristics of the Area**

#### **3.1 National Temperance Hospital (NTH) North Worksite**

##### **3.1.1 Description of the Site**

The site is found to the east of A400 Hampstead Road and to the north of Cardington Street. Euston Station is found further to the south east, with the route of the mainline railway found further to the east.

At present, the worksite includes 3 no. significant buildings comprising 132-140 Hampstead Road, a petrol station at 142 Hampstead Road and also the Euston Power Signal Box.

##### **3.1.2 Highway Network**

The main highway network in the vicinity of the site comprises of the A400 Hampstead Road, which runs in a north-south direction immediately to the west of the worksite. Further to the south, Hampstead Road connects to Euston Road (A501), which runs in a west-east direction. Both roads form part of the Transport for London Road Network (TLRN). Both Hampstead Road and Euston Road provide connections further afield to the Trunk/Special road network.

The junction between Hampstead Road and Euston Road is characterised by an overpass over the latter, with slip roads providing connections to this main west-east route. The junction is characterised by restrictions in movements in particular directions. For example, in heading south along Hampstead Road it is not possible to turn left onto Euston Road heading east. Similarly, movements north and onto Hampstead Road are restricted when heading west along Euston Road.

To allow for such movements between important elements of the TLRN, 2 no. clockwise 'loops' are currently utilised. The first sees traffic heading south west from Euston Road onto Great Portland Street before bearing north and continuing onto Albany Street, then heading east on A4201/Osnaburgh Terrace and south onto A4201 Osnaburgh Street to join the A501 Euston Road heading east. From here, it is possible to follow routes north (Hampstead Road) or continue east (Euston Road). This loop is clearly signposted with green highways signage.

The second such loop is found to the south of Euston Road and incorporates A400/Gower Street, Grafton Way and A400/Tottenham Court Road. Again, this loop is clearly signposted with green highways signage.

Cardington Street is found immediately to the south of the worksite. This is currently closed and will remain as such, although access is retained for National Rail vehicles. Following this road in a westerly direction, it connects to the A400 Hampstead Road and therefore the TLRN Network. Other local

roads within the vicinity comprise a series of terraced streets predominantly set in a pattern running in north-south and west-east directions.

### **3.1.3 Description of Works**

The proposed works relate to enabling works activities and primarily to demolition activities within the immediate vicinity. In particular, such works will require the demolition and clearance of above ground structures and buildings including 132-140 Hampstead Road, a petrol station at 142 Hampstead Road and also the Euston Power Signal Box.

### **3.1.4 Site Access and Proposed Lorry Routes**

In summary, the worksite will benefit from 2 no. access points, found to the north and south. It is stressed that the position of the site access/egress gates is neither required nor integral to this Schedule 17 request for approval. If approval is required for the site access then this will be secured separately under Schedule 4 of the Act. The location of the access points is therefore presented for context and information purposes and is not for approval.

The north access to the worksite will facilitate LGV movements from the special /trunk road network to the north via the TLRN Network, with the southbound A400/Hampstead Road being the closest part to the worksite.

Access to the worksite from the south/west/east will utilise the southern gate to the worksite. A right turn off the A400/Hampstead Road heading north will provide access to the worksite immediately north of Cardington Street. Movements onto A400/Hampstead Road from the special / trunk road network via the TLRN Network found further to the west can be achieved easily via the formal junction off A501/Euston Road. However, movements from special / trunk road network via the TLRN network found further to the east will require the need to utilise the Great Portland Street/Osnaburgh Terrace loop as presented in section 3.1.2. For the avoidance of doubt, this request for lorry route approval does not include the loop route that includes Grafton Way as also described in 3.1.2.

LGV egress from the worksite will be achieved via the southern gate and onto Cardington Street, before heading either north or south along A400/Hampstead Road representing the nearest part of the TLRN Network which will in turn provide connection to the special / trunk road network.

Eastbound movements along the TLRN Network via the southbound A400/Hampstead Road are restricted at the junction with the A501 / Euston Road. This in turn requires the assistance provided by the Great Portland Street/Osnaburgh Terrace loop route as described in section 3.1.2 in order to allow LGV's to enter the A501 / Euston Road in the first instance.

### 3.1.5 Predicted LGV Numbers

Demolition and site clearance activities are scheduled to take place between Q2 2018 and Q2 2019.

The LTMP provides further information in respect of the predicted level of lorry movements required per identified demolition/site clearance activity (refer to Chapter 2). Aggregated together, the activities equate to 45 LGV's per week, equivalent to 90 movements per week. On the basis of a 5-day working week, this equates to an average of circa 18 LGV movements per day – below the 24-movement threshold requiring lorry route approval.

The buildings within the worksite have not all been acquired and as such the anticipated level of movements has been calculated based on its size and making reasoned assumptions. To cover off all eventualities, this submission indicates a predicted peak figure of 30 LGV movements per day.

The LTMP also shows that the duration of each activity varies somewhat and as such this figure should be treated as the predicted level of movements that will take place for the duration of the demolition and site clearance activities.

## 3.2 National Temperance Hospital (NTH) South Worksite

### 3.2.1 Description of the Site

The site is found to the east of A400 Hampstead Road and to the south and west of Cardington Street. Drummond Street and Cobourg Street North are found to the south. Euston Station is found further to the south east, beyond Cardington Street, with the route of the mainline railway found to the east.

At present, the worksite includes vacant buildings comprising the former Thistle and Ibis Hotels, together with the Insull Wing of the National Temperance Hospital (NTH) and Nos. 1-3 Cobourg Street. It also features St James' Gardens which has been the location of human burials over many years.

### 3.2.2 Highway Network

The main highway network in the vicinity of the site comprises of the A400 Hampstead Road, which runs in a north-south direction to the west of the worksite. Further to the south, Hampstead Road connects to Euston Road (A501), which runs in a west-east direction. Both roads form part of the Transport for London Road Network (TLRN). Both Hampstead Road and Euston Road provide connections further afield to the Trunk/Special road network.

The junction between Hampstead Road and Euston Road is characterised by an overpass over the latter, with slip roads providing connections to this main west-east route. The junction is characterised by restrictions in movements in

certain directions. For example, in heading south along Hampstead Road it is not possible to turn left onto Euston Road heading east. Similarly, movements north and onto Hampstead Road are restricted when heading west along Euston Road.

To allow for such movements between important elements of the TLRN, 2 no. clockwise 'loops' are currently utilised. The first sees traffic heading south west from Euston Road onto Great Portland Street before bearing north and continuing onto Albany Street, then heading east on A4201/Osnaburgh Terrace and south onto A4201 Osnaburgh Street to join the A501 Euston Road heading east. From here, it is possible to follow routes north (Hampstead Road) or continue east (Euston Road). This loop is clearly signposted with green highways signage.

The second such loop is found to the south of Euston Road and incorporates A400/Gower Street, Grafton Way and A400/Tottenham Court Road. Again, this loop is clearly signposted with green highways signage.

Cardington Street is found immediately to the north and east of the worksite. This is currently closed and will remain as such, although access is retained for National Rail vehicles. Following this road in a westerly direction, it connects to the A400 Hampstead Road and therefore the TLRN Network. Melton Street is also found at the south eastern corner of the worksite. This runs in general north-south direction and connects to the south to the A501/Euston Road. Other local roads within the vicinity comprise a series of terraced streets predominantly set in a pattern running in north-south and west-east directions. Drummond Street and Euston Street are both found off the western flank of Melton Street and both run in westerly directions thereafter.

### **3.2.3 Description of Works**

The proposed works relate to enabling works activities and primarily to demolition and site clearance activities within the immediate vicinity. Demolition activities will include the former Thistle and Ibis Hotels, together with the Insull Wing of the National Temperance Hospital (NTH) and Nos. 1-3 Cobourg Street. Site clearance will involve activities associated with the sympathetic exhumation of human remains from St James' Gardens and potentially underneath part of Cardington Street.

### **3.2.4 Site Access and Proposed Lorry Routes**

In summary, the worksite will benefit from 3 no. access/egress points, found to the north, west and south. It is stressed that the position of the site access/egress gates is neither required nor integral to this Schedule 17 request for approval. If approval is required for the site access then this will be secured separately under Schedule 4 of the Act. The location of the access points is therefore presented for context and information purposes and is not for approval.

The north access to the worksite will accept LGV movements from the special /trunk road network via the TLRN Network, with the A400/Hampstead Road representing the closest part to the worksite. LGV movements from the north via the TLRN Network will follow the A400/Hampstead Road southbound before turning left (east) into Cardington Street and then right (south) to the worksite gate. LGV's from the south/west/east will find the northern gate to the worksite via a right turn off the A400/Hampstead Road heading north and into Cardington Street and then right (south) to the worksite gate.

The west access to the worksite will also accept LGV movements from the special /trunk road network via the TLRN Network, with the A400/Hampstead Road representing the closest part to the worksite. LGV movements from the north via the TLRN Network will follow the A400/Hampstead Road southbound before turning left (east) into the worksite gate. LGV's from the south/west/east will find the western gate to the worksite via a right turn off the A400/Hampstead Road heading north. Vehicles using the TLRN from the east will need to utilise the Great Portland Street/Osnaburgh Terrace loop route as described in 3.2.2 to reach the western worksite gate (via A400/Hampstead Road). For the avoidance of doubt, this request for lorry route approval does not include the loop route that includes Grafton Way as also described in 3.2.2.

All LGVs will access the southern worksite gate off the A501/Euston Road, representing the closest part of the TLRN Network and by heading north along Melton Street towards the access. LGV movements connecting from the special/trunk road network to the north via the TLRN Network (in particular the A400/Hampstead Road) will need to use the Great Portland Street/Osnaburgh Terrace loop route as described in Section 3.2.2 so as to follow A501/Euston Road in an easterly direction. Similarly, this loop route will need to be used for LGV movements from the TLRN network further to the east. By contrast, LGV movements from the TLRN Network to the west will only be required to turn left (north) onto Melton Street and onto the worksite gate.

LGV egress from the north worksite gate will be achieved onto Cardington Street, before heading either north or south along A400/Hampstead Road representing the nearest part of the TLRN Network which will in turn provide connection to the special / trunk road network. Similarly, LGV egress from the west worksite gate will be found immediately onto A400/Hampstead Road before heading either north or south. In both instances, eastbound movements along the TLRN Network and via the southbound A400/Hampstead Road are restricted at the junction with the A501 / Euston Road. This in turn requires the assistance provided by the Great Portland Street/Osnaburgh Terrace loop route as described in section 3.2.2 in order to allow LGVs to enter the A501 / Euston Road in the first instance.

LGV egress from the south worksite gate will be achieved onto Melton Street heading southwards, connecting to the A501/Euston Road which allows for movements and connections to the wider TLRN Network and onto the special/trunk road network. However, for connections north it will be necessary to utilise the Great Portland Street/Osnaburgh Terrace loop route as described

in section 3.2.2 and as such enabling LGVs to follow the northbound A400/Hampstead Road in the first instance.

### **3.2.5 Predicted LGV Numbers**

Demolition and site clearance activities are scheduled to take place between Q2 2018 and Q2 2020.

The LTMP provides further information in respect of the predicted level of lorry movements required per identified demolition/site clearance activity (Chapter 2 refers). Aggregated together, the activities equate to 410 LGV's per week, equivalent to 820 movements per week. On the basis of a 5 day working week, this equates to a predicted average of circa 164 LGV movements per day.

## **3.3 Cobourg Street North Worksite**

### **3.3.1 Description of the Site**

The site is bounded by Drummond Street to the north, Melton Street to the east, Euston Street to the south and Cobourg Street to the west. Euston Station is found on the eastern flank of Melton Street.

The worksite contains a block of existing building development comprising of the addresses Nos 54-56, 58, 60, 62, 64 Euston Street, 11-13 and 14-15 Melton Street, 93-103 Drummond Street (Calumet), 59, 61 (Flats A-C), 65 (Flats A&B), 67 and 69 (Bree Louise Public House) Cobourg Street.

### **3.3.2 Highway Network**

The main highway network in the vicinity of the site comprises of the A400 Hampstead Road, which runs in a north-south direction 0.25km west of the worksite. Further to the south, Hampstead Road connects to Euston Road (A501), which runs in a west-east direction. Both roads form part of the Transport for London Road Network (TLRN). Both Hampstead Road and Euston Road provide connections further afield to the Trunk/Special road network.

The junction between Hampstead Road and Euston Road is characterised by an overpass over the latter, with slip roads providing connections to this main west-east route. The junction is characterised by restrictions in movements in particular directions. For example, in heading south along Hampstead Road it is not possible to turn left onto Euston Road heading east. Similarly, movements north and onto Hampstead Road are restricted when heading west along Euston Road.

To allow for such movements between important elements of the TLRN, 2 no. clockwise 'loops' are currently utilised. The first sees traffic heading south west from Euston Road onto Great Portland Street before bearing north and

continuing onto Albany Street, then heading east on A4201/Osnaburgh Terrace and south onto A4201 Osnaburgh Street to join the A501 Euston Road heading east. From here, it is possible to follow routes north (Hampstead Road) or continue east (Euston Road). This loop is clearly signposted with green highways signage.

The second such loop is found to the south of Euston Road and incorporates A400/Gower Street, Grafton Way and A400/Tottenham Court Road. Again, this loop is clearly signposted with green highways signage.

Melton Street connects with the A501/Euston Road at its southern extreme which is approximately 150m from the worksite. Other local roads within the vicinity comprise a series of terraced streets predominantly set in a pattern running in north-south and west-east directions. Euston Street runs off the west of Melton Street. Cobourg Street also holds a one-way restriction heading north to its junction with Drummond Street where a further one way directional restriction takes vehicle movements east and back onto Melton Street.

### **3.3.3 Description of Works**

The proposed works relate to the enabling works stage and primarily to demolition and site clearance activities within the immediate vicinity. Demolition activities will relate to all current addresses located within the worksite as listed in Section 3.3.1 and it is likely that the sequence of demolition will move from north west to south east within the worksite.

### **3.3.4 Site Access and Proposed Lorry Routes**

In summary, the worksite will have 1 no. access/egress point, found at the north west corner adjacent to the junction of Cobourg Street and Drummond Street. It is stressed that the position of the site access/egress gate is neither required nor integral to this Schedule 17 request for approval. If approval is required for the site access then this will be secured separately under Schedule 4 of the Act (similarly, the Schedule 4 process will be used should the need for kerblines changes be required for the roads surrounding the worksite). The location of the access point is therefore presented for context and information purposes and is not for approval.

All LGV's will access the worksite off the A501/Euston Road, representing the closest part of the TLRN Network, and by heading north along Melton Street, before turning left (west) onto Euston Street and then right (north) onto Cobourg Street, before turning right (east) into the worksite gate. LGV movements connecting from the special/trunk road network found to the north via the TLRN Network (in particular the A400/Hampstead Road) will need to use the Great Portland Street/Osnaburgh Terrace loop as described in Section 3.3.2 so as to enable access to the A501/Euston Road in an easterly direction. For the avoidance of doubt, this request for lorry route approval does not include the loop route that includes Grafton Way as also described in 3.3.2.



Similarly, the loop route will need to be used for LGV movements from the TLRN network further to the east. By contrast, LGV movements from the TLRN Network to the west will only be required to turn left (north) onto Melton Street before turning onto Euston Street and Cobourg Street as mentioned above.

LGV egress from the worksite gate will be achieved onto Drummond Street heading east in the first instance. Joining Melton Street, LGVs will head southwards before connecting to the A501/Euston Road which allows for movements and connections to the wider TLRN Network and onto the special/trunk road network. However, for connections north it will be necessary to utilise the Great Portland Street/Osnaburgh Terrace loop route as described in section 3.3.2 and as such enabling LGVs to follow the northbound A400/Hampstead Road in the first instance.

### **3.3.5 Predicted LGV Numbers**

Demolition and site clearance activities are scheduled to take place between Q2 2018 and Q1 2019.

The LTMP provides further information in respect of the predicted level of lorry movements required per identified demolition/site clearance activity (Chapter 2 refers). Aggregated together, the activities equate to 130 LGV's per week, equivalent to 260 movements per week. On the basis of a 5 day working week, this equates to an average of circa 52 LGV movements per day.

## **3.4 Cobourg Street South Worksite 1**

### **3.4.1 Description of the Site**

There are two worksites forming the southern part of the collection of Cobourg Street worksites. Worksite 1 is the western of the two southern worksites, separated from the northern worksite by the route of Euston Street.

Cobourg Street South Worksite 1 is bounded by Regnart Buildings to the west, Stephenson Way to the south (and east) and Euston Street to the north. Euston Station is found further to the east.

The worksite contains Nos 67-75 (The Cottage Hotel) and 77-79 Euston Street (William Hill Bookmakers) together with Wolfson House, 4 Stephenson Way.

### **3.4.2 Highway Network**

The main highway network in the vicinity of the site comprises of the A400 Hampstead Road, which runs in a north-south direction 0.25km west of the worksite. Further to the south, Hampstead Road connects to Euston Road (A501), which runs in a west-east direction. Both roads form part of the Transport for London Road Network (TLRN). Both Hampstead Road and

Euston Road provide connections further afield to the Trunk/Special road network.

The junction between Hampstead Road and Euston Road is characterised by an overpass over the latter, with slip roads providing connections to this main west-east route. The junction is characterised by restrictions in movements in particular directions. For example, in heading south along Hampstead Road it is not possible to turn left onto Euston Road heading east. Similarly, movements north and onto Hampstead Road are restricted when heading west along Euston Road.

To allow for such movements between important elements of the TLRN, 2 no. clockwise 'loops' are currently utilised. The first sees traffic heading south west from Euston Road onto Great Portland Street before bearing north and continuing onto Albany Street, then heading east on A4201/Osnaburgh Terrace and south onto A4201 Osnaburgh Street to join the A501 Euston Road heading east. From here, it is possible to follow routes north (Hampstead Road) or continue east (Euston Road). This loop is clearly signposted with green highways signage.

The second such loop is found to the south of Euston Road and incorporates A400/Gower Street, Grafton Way and A400/Tottenham Court Road. Again, this loop is clearly signposted with green highways signage.

Melton Street connects with the A501/Euston Road at its southern extreme which is approximately 150m from the worksite. Other local roads within the vicinity comprise a series of terraced streets predominantly set in a pattern running in north-south and west-east directions. Euston Street runs off the west of Melton Street. Cobourg Street also holds a one way restriction heading north to its junction with Drummond Street where a further one way directional restriction takes vehicle movements east and back onto Melton Street.

### **3.4.3 Description of Works**

The proposed works relate to enabling works activities and primarily to demolition and site clearance activities within the immediate vicinity. Demolition activities will relate to all current addresses located within the worksite as listed in Section 3.4.1.

### **3.4.4 Site Access and Proposed Lorry Routes**

In summary, the worksite will have 1 no. access/egress point, found to the north of the worksite fronting onto Euston Street. It is stressed that the position of the site access/egress gates is neither required nor integral to this Schedule 17 request for approval. If approval is required for the site access then this will be secured separately under Schedule 4 of the Act (similarly, the Schedule 4 process will be used should the need for kerblines changes be required for the roads surrounding the worksite). The location of the access points is therefore presented for context and information purposes and is not for approval.

All LGV's will access the worksite off the A501/Euston Road, representing the closest part of the TLRN Network, and by heading north along Melton Street, before turning left (west) onto Euston Street and then left (south) into the worksite gate. LGV movements connecting from the special/trunk road network found to the north via the TLRN Network (in particular the A400/Hampstead Road) will need to use the Great Portland Street/Osnaburgh Terrace loop route as described in Section 3.4.2 so as to enable access to the A501/Euston Road in an easterly direction. For the avoidance of doubt, this request for lorry route approval does not include the loop route that includes Grafton Way as also described in 3.4.2.

Similarly, this loop route will need to be used for LGV movements from the TLRN network further to the east. By contrast, LGV movements from the TLRN Network to the west will only be required to turn left (north) onto Melton Street before turning onto Euston Street as mentioned above.

LGV egress from the worksite gate will be achieved onto Euston Street in the first instance, before heading north onto Cobourg Street and then right (east) onto Drummond Street. Joining Melton Street, LGVs will head southwards before connecting to the A501/Euston Road which allows for movements and connections to the wider TLRN Network and onto the special/trunk road network. However, for connections north it will be necessary to utilise the loop route as described in section 3.4.2 and as such enabling LGVs to follow the northbound A400/Hampstead Road in the first instance.

### **3.4.5 Predicted LGV Numbers**

Although the Enabling Works Contract (EWC) continues until circa Q4 2020 it is the demolition and site clearance works as referenced in Section 3.4.3 which will require the most intensive site activity, such as for the removal of demolition arisings deemed unsuitable for re-use on site.

Such demolition and site clearance activities are scheduled to take place between Q2 2018 and Q1 2019.

The LTMP provides further information in respect of the predicted level of lorry movements required per identified demolition/site clearance activity (Chapter 2 refers). The two Cobourg Street South worksites are part of the same work package and as such associated vehicle movements can only be presented as one total. The activities equate to 60 LGV's per week, equivalent to 120 movements per week. On the basis of a 5 day working week, this equates to an average of circa 24 LGV movements per day for both worksites combined.

The buildings within the worksite have not all been acquired and as such the anticipated level of movements has been calculated based on its size and making reasoned assumptions. To cover off all eventualities, this submission indicates a predicted peak figure of 30 LGV movements per day.

### **3.5 Cobourg Street South Worksite 2**

#### **3.5.1 Description of the Site**

There are two worksites forming the southern part of the collection of Cobourg Street worksites. Worksite 2 is the eastern of the two southern worksites, separated from the northern worksite by the route of Euston Street.

Cobourg Street South Worksite 2 is bounded by Stephenson Way to the west, Melton Street to the east and Euston Street to the north. Euston Station is found beyond the eastern flank of Melton Street east.

The worksite contains Walkden House, 10 Melton Street. The building fronts onto Euston Street to the north as well as Melton Street to the east.

#### **3.5.2 Highway Network**

The main highway network in the vicinity of the site comprises of the A400 Hampstead Road, which runs in a north-south direction 0.25km west of the worksite. Further to the south, Hampstead Road connects to Euston Road (A501), which runs in a west-east direction. Both roads form part of the Transport for London Road Network (TLRN). Both Hampstead Road and Euston Road provide connections further afield to the Trunk/Special road network.

The junction between Hampstead Road and Euston Road is characterised by an overpass over the latter, with slip roads providing connections to this main west-east route. The junction is characterised by restrictions in movements in particular directions. For example, in heading south along Hampstead Road it is not possible to turn left onto Euston Road heading east. Similarly, movements north and onto Hampstead Road are restricted when heading west along Euston Road.

To allow for such movements between important elements of the TLRN, 2 no. clockwise 'loops' are currently utilised. The first sees traffic heading south west from Euston Road onto Great Portland Street before bearing north and continuing onto Albany Street, then heading east on A4201/Osnaburgh Terrace and south onto A4201 Osnaburgh Street to join the A501 Euston Road heading east. From here, it is possible to follow routes north (Hampstead Road) or continue east (Euston Road). This loop is clearly signposted with green highways signage.

The second such loop is found to the south of Euston Road and incorporates A400/Gower Street, Grafton Way and A400/Tottenham Court Road. Again, this loop is clearly signposted with green highways signage.

Melton Street connects with the A501/Euston Road at its southern extreme which is approximately 150m from the worksite. Other local roads within the vicinity comprise a series of terraced streets predominantly set in a pattern running in north-south and west-east directions. Euston Street runs off the west of Melton Street. Cobourg Street also holds a one way restriction heading north to its junction with Drummond Street where a further one way directional restriction takes vehicle movements east and back onto Melton Street.

### **3.5.3 Description of Works**

The proposed works relate to enabling works activities and primarily to demolition and site clearance activities within the immediate vicinity. Demolition activities will relate to all current addresses located within the worksite as listed in Section 3.5.1 and it is likely that the sequence of demolition will move from north west to south east within the worksite.

### **3.5.4 Site Access and Proposed Lorry Routes**

In summary, the worksite will 1 no. access/egress points found to the north of the worksite fronting onto Euston Street. It is stressed that the position of the site access/egress gates is neither required nor integral to this Schedule 17 request for approval. If approval is required for the site access then this will be secured separately under Schedule 4 of the Act (similarly, the Schedule 4 process will be used should the need for kerblin changes be required for the roads surrounding the worksite). The location of the access points is therefore presented for context and information purposes and is not for approval.

All LGV's will access the worksite off the A501/Euston Road, representing the closest part of the TLRN Network, and by heading north along Melton Street, before turning left (west) onto Euston Street and then left (south) into the worksite gate. LGV movements connecting from the special/trunk road network found to the north via the TLRN Network (in particular the A400/Hampstead Road) will need to use the Great Portland Street/Osnaburgh Terrace loop route as described in Section 3.5.2 so as to enable access to the A501/Euston Road in an easterly direction. For the avoidance of doubt, this request for lorry route approval does not include the loop route that includes Grafton Way as also described in 3.5.2.

Similarly, the loop route will need to be used for LGV movements from the TLRN network further to the east. By contrast, LGV movements from the TLRN Network to the west will only be required to turn left (north) onto Melton Street before turning onto Euston Street and Cobourg Street as mentioned above.

LGV egress from the worksite gate will be achieved by turning left (west) onto Euston Street in the first instance before turning right (north) onto Cobourg Street and then right (east) onto Drummond Street. Joining Melton Street, LGVs will head southwards before connecting to the A501/Euston Road which allows for movements and connections to the wider TLRN Network and onto the special/trunk road network. However, for connections north it will be

necessary to utilise the loop route as described in section 3.5.2 and as such enabling LGVs to follow the northbound A400/Hampstead Road in the first instance.

### **3.5.5 Predicted LGV Numbers**

Such demolition and site clearance activities are scheduled to take place between Q2 2018 and Q1 2019.

The LTMP provides further information in respect of the predicted level of lorry movements required per identified demolition/site clearance activity (Chapter 2 refers). The two Cobourg Street South worksites are part of the same work package and as such associated vehicle movements can only be presented as one total. The activities equate to 60 LGV's per week, equivalent to 120 movements per week. On the basis of a 5 day working week, this equates to an average of circa 24 LGV movements per day for both worksites combined.

The buildings within the worksite have not all been acquired and as such the anticipated level of movements has been calculated based on its size and making reasoned assumptions. To cover off all eventualities, this submission indicates a predicted peak figure of 30 LGV movements per day.

## 4 Programme and Sequence of Works

The indicative high-level construction programme for the NTH north worksite area insofar as it relates to the demolition and site clearance aspects of the enabling works stage is set out below:

<b>NTH North Worksite</b>	
<b>Activity</b>	<b>Indicative Timescale</b>
Site establishment – up to 4 LGV movements per day (2 in, 2 out)	March 2018 (approx. 1 months)
Demolition and site clearance works – up to 30 LGV movements* per day (15 in, 15 out)	April 2018 to March 2019 (11 months)
De-mobilisation – up to 4 LGV movements per day (2 in, 2 out)	April 2019 (1 month)

\*Please refer to Section 3.1.5 for further information in respect of why this figure is presented.

The indicative high-level construction programme for the NTH south worksite, insofar as it relates to the demolition and site clearance aspects of the enabling works stage for which lorry route approval is sought, is set out below:

<b>NTH South Worksite</b>	
<b>Activity</b>	<b>Indicative Timescale</b>
Site establishment – up to 4 LGV movements per day (2 in, 2 out)	March 2018 (approx. 1 month)
Demolition and site clearance works – up to 164 LGV movements per day (82 in, 82 out)	April 2018 to June 2020 (18 months)
De-mobilisation – up to 4 LGV movements per day (2 in, 2 out)	July 2020 (approx. 1 month)

The indicative high-level construction programme for the Cobourg Street north worksite, insofar as it relates to the demolition and site clearance aspects of the enabling works stage for which lorry route approval is sought, is set out below:

<b>Cobourg Street North Worksite</b>	
<b>Activity</b>	<b>Indicative Timescale</b>
Site establishment – up to 4 LGV movements per day (2 in, 2 out)	March 2018 (approx. 1 month)
Demolition and site clearance works – up to 52 LGV movements per day (26 in, 26 out)	May 2018 to Jan 2019 (8 months)
De-mobilisation – up to 4 LGV movements per day (2 in, 2 out)	February 2019 (approx. 1 month)

The indicative high-level construction programme for the Cobourg Street south worksite 1 insofar as it relates to the demolition and site clearance aspects of the enabling works stage for which lorry route approval is sought, is set out below:

<b>Cobourg Street South Worksite 1</b>	
<b>Activity</b>	<b>Indicative Timescale</b>
Site establishment – up to 4 LGV movements per day (2 in, 2 out)	June 2018 (approx. 1 month)
Demolition and site clearance works – up to 30 LGV movements* per day (15 in, 15 out)	June 2018 to Jan 2019 (7 months)
De-mobilisation – up to 4 LGV movements per day (2 in, 2 out)	February 2019 (approx. 1 month)

\*Please refer to Section 3.4.5 for further information in respect of why this figure is presented.

The indicative high-level construction programme for the Cobourg Street south worksite 1 insofar as it relates to the demolition and site clearance aspects of the enabling works stage for which lorry route approval is sought, is set out below:

<b>Cobourg Street South Worksite 2</b>	
<b>Activity</b>	<b>Indicative Timescale</b>
Site establishment – up to 4 LGV movements per day (2 in, 2 out)	June 2018 (approx. 1 month)
Demolition and site clearance works – up to 30 LGV movements* per day (15 in, 15 out)	June 2018 to Jan 2019 (7 months)
De-mobilisation – up to 4 LGV movements per day (2 in, 2 out)	February 2019 (approx. 1 month)

\*Please refer to Section 3.5.5 for further information in respect of why this figure is presented.

An overall summary table is provided below.

<b>Worksite Name</b>	<b>Duration of activity requiring lorry route approval</b>	<b>Predicted peak daily LGV movements</b>
NTH North	April 2018 – March 2019	30
NTH South	April 2018 – June 2020	164
Cobourg Street North	May 2018 – Jan 2019	52
Cobourg Street South 1	June 2018 – Jan 2019	30
Cobourg Street South 2	June 2018 – Jan 2019	30



It is stressed that the dynamic nature of the HS2 project as a whole means that programme dates and milestones are subject to change. As such, the reader is advised to treat these dates as accurate at the time of submission, but it is stressed that they may be subject to change.

## **5 Other Main Consents Associated with the Works**

In addition to the lorry route approval discussed in this statement, a number of other approvals will be required and sought by the nominated undertaker under the appropriate statutory and legal framework.

These include highways consents under Schedule 4 for the creation of the temporary accesses to sites and/or kerblines changes to the roads surrounding worksites (if required), and a Schedule 17 approval of compound site restoration scheme (again, if required). Site setup will be undertaken in accordance with the class approvals for construction activities.

## 6 Plans for Information

The following plans are submitted for information.

<b><i>Drawing Ref:</i></b>	<b><i>Title:</i></b>
1EW02-CSJ-TP-APP-S003-000002/Rev 2	NTH/Cobourg Street Worksites – lorry route plan
(refer to Appendix C)	TLRN Overall Plan

## **Appendix A: Summary of Consultation and Engagement**

<b>Name of Consultee / Stakeholder</b>	<b>Date(s) of Meeting</b>
Development Management – LB Camden	6 <sup>th</sup> September 2017
	5 <sup>th</sup> January 2018
Camden Traffic Liaison Group	27 <sup>th</sup> September 2017
	25 <sup>th</sup> October 2017
	15 <sup>th</sup> November 2017
	13 <sup>th</sup> December 2017
	17 <sup>th</sup> January 2018
Camden Community Traffic Working Group	4 <sup>th</sup> September 2017
	18 <sup>th</sup> September 2017
	30 <sup>th</sup> October 2017
	20 <sup>th</sup> November 2017
London Cycling Campaign	Engagement since Summer 2017
Maria Fidelis School	Engagement since October 2017
University College of London Hospital	Engagement since October 2017

**Appendix B:**  
**TfL letter in respect of use of TLRN (dated 22/01/18)**



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

Costain Skanska JV  
1 Triton Square  
Regents Place  
Kings Cross  
London  
NW1 3DX

**Transport for London**  
Surface Transport  
Network Management

Palestra House  
197 Blackfriars Road  
London  
SE1 8NJ

Phone 020 7222 5600  
Fax 020 7126 4275  
[www.TfL.gov.uk](http://www.TfL.gov.uk)

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**

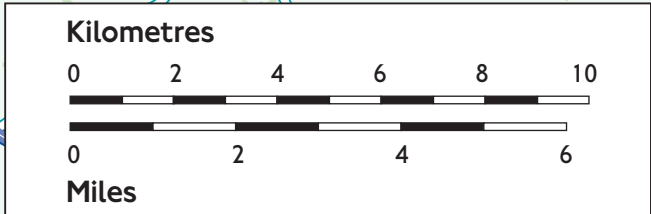
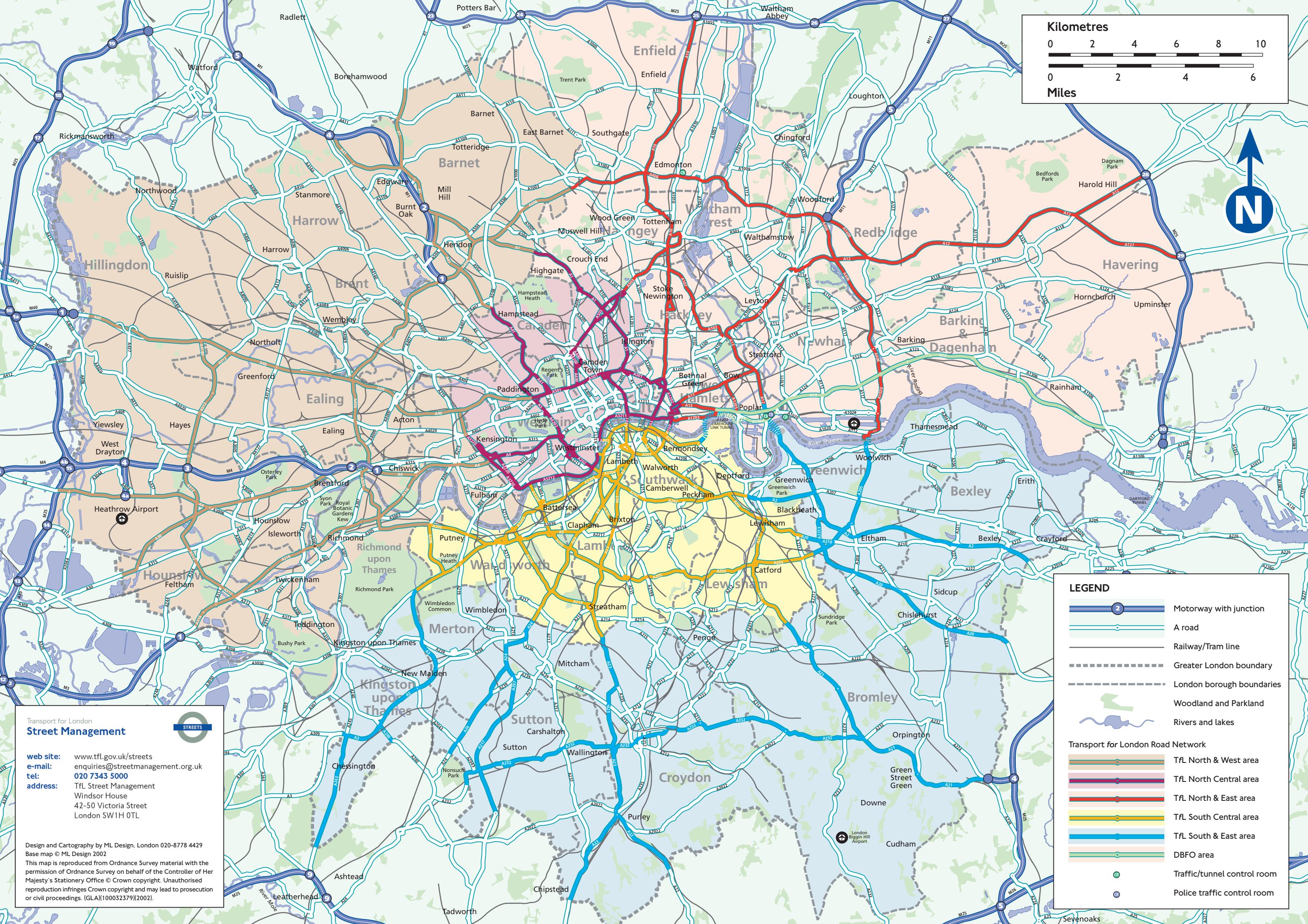
**Works Master Planning Manager  
Network Management Directorate  
Transport for London**

Cc: All attendees



## **Appendix C: TfL TLRN Network Plan**





**LEGEND**

- Motorway with junction
- A road
- Railway/Tram line
- Greater London boundary
- London borough boundaries
- Woodland and Parkland
- Rivers and lakes

**Transport for London Road Network**

- TfL North & West area
- TfL North Central area
- TfL North & East area
- TfL South Central area
- TfL South & East area
- DBFO area

- Traffic/tunnel control room
- Police traffic control room

Transport for London

**Street Management**

**web site:** [www.tfl.gov.uk/streets](http://www.tfl.gov.uk/streets)

**e-mail:** [enquiries@streetmanagement.org.uk](mailto:enquiries@streetmanagement.org.uk)

**tel:** **020 7343 5000**

**address:** TfL Street Management  
Windsor House  
42-50 Victoria Street  
London SW1H 0TL

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