



1EW02 Enabling Works – Area South


The Dales Local Traffic Management Plan – Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound.

Document number: 1EW02-CSJ-CL-PLN-S000-000010

Revision: [TBC]

WP Reference: [WP number]

MDL Reference:

Revision	Date	Author	Checked by	Approved by	Revision Details
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1 INTRODUCTION

1.1 This mini Local Traffic Management Plan (LTMP) sets out how traffic and transport will be managed for the early enabling works at the Carriageway Shed, Park Village East and Granby Terrace overbridge satellite compound.

1.2 The enabling works to be undertaken are:

- demolition and removal of the DB Cargo Shed;
- demolition and removal of six residential buildings located within the Regents Park Estate comprising Ainsdale, Eskdale, Silverdale, Old Tenants Hall, Stalbridge House and Granby House; and
- An extension to the Granby Terrace overbridge with associated excavations and buried service diversions.

1.3 These demolitions will create a construction compound, bounded to the north by the railway line, to the east by Hampstead Road, to the south by adjacent residential blocks that form part of the Regents Park Estate and to the west by Stanhope Street and Park Village East. This is illustrated in **Figure 3.1**.

1.4 The contractor for these HS2 enabling works is Costain / Skanska Joint Venture (CSJV).

1.5 The LTMP ensures compliance with the following documents:

- Code of Construction Practice;
- High Speed Two Phase One: Route-Wide Traffic Management Plan; and
- Local Environmental Management Plans.

1.6 This LTMP is set out as follows:

- Purpose / Scope of the LTMP;
- Operational LGV requirements;
- Proposed programme / working hours;
- Forecast LGV movements;
- LGV routing arrangements;

- Traffic Management Strategy;
- Stakeholder and community engagement; and
- Workforce transport.

2 PURPOSE / SCOPE OF THE LTMP

- 2.1 Local Traffic Management Plans (LTMPs) are required to be produced prior to commencement of works in accordance with the HS2 Phase 1 Code of Construction Practice (CoCP). The general requirements for LTMP contents in the CoCP are expanded on within the HS2 Phase 1 Route Wide Traffic Management Plan (RTMP). The CoCP and the RTMP set out the indicative contents of LTMPs. The LTMP sets out how the contractor intends to carry out the works covered in the scope of the LTMP and which affect traffic and transport in the immediate vicinity of the enabling works.
- 2.2 This LTMP is provided to support the HS2 enabling works specifically to create the Construction Compound only. A Camden-wide EW LTMP, that considers the traffic effect of all of the HS2 enabling works relevant to LBC, is also being progressed and this LTMP will be appended to that document.
- 2.3 In accordance with the CoCP, the LTMP is to be produced in consultation with the highway and traffic authorities, the emergency services and other key stakeholders and provide stakeholders) with sufficient confidence that CSJV and all of its contractors can:
- deliver the HS2 Enabling Works at the construction compound, as described in this LTMP, within a defined area of works in a safe and efficient manner;
 - manage its traffic in association with the identified Enabling Works Packages covered by this LTMP;
 - work with London Borough of Camden, Transport for London, other stakeholders and third parties, to appropriately manage the arising traffic impacts of the Enabling Works referred to in this LTMP compliant with the Environmental Statement; and
 - seek to minimise the impacts of the works as far as is practically possible in accordance with the General Principles Document.
- 2.4 Importantly, the LTMP is a 'live' document which can be updated where required throughout the duration of this project. Feedback from stakeholders will be coordinated by CSJV and their consultants. If any changes to the LTMP are necessary, CSJV will discuss these with the key stakeholders prior to issuing an updated LTMP.

2.5 The Scope of the LTMP identifies highway safety constraints and opportunities for operational logistical movements and workforce travel to and from the construction compound during the enabling works. The scope includes:

- Routing arrangements for Large Goods Vehicles, should the works require a Schedule 17 consent under the HS2 Phase 1 Act;
- Workforce on their travel to and from work;
- Temporary traffic management / highway measures;
- Protecting all road users, particularly vulnerable road users; and
- Maintaining access in accordance with the CoCP and the RTMP.

2.6 This LTMP will be included within the next issue of the Camden-wide LTMP.

Consultation to Date

2.7 **Table 2.1** provides a summary of stakeholder and Traffic Liaison Group (TLG) consultation, to date.

Table 2.1 – Summary of stakeholder consultation

Name of Consultee / Stakeholder	Date(s) of Meeting
Camden Traffic Liaison Group	6 th June 2018
Camden Community Traffic Working Group	11 th June 2018
Camden Officer/TfL Workshop to discuss lorry route options	27 th March 2018
	15 th May 2018
Regent park children’s centre	12 th June 2018
Maria Fidelis School	15 th June 2018
Netley School	19 th June 2018

2.8 Consultation has also taken place with other stakeholder groups, including emergency services, local schools, London and Camden Cycle Campaign and Living Streets.

Code of Construction Practice

2.9 CJSV is contractually bound to comply with the controls set out in the EMRs. The scope of the EMRs encompasses the High Speed 2 Code of Construction Practice (CoCP).

- 2.10 The CoCP was included within the documents submitted with the HS2 Bill. Chapter 14 of the draft CoCP sets out project-wide requirement for managing traffic and transport related to the construction activities to deliver Phase One of HS2.

Undertakings and Assurances

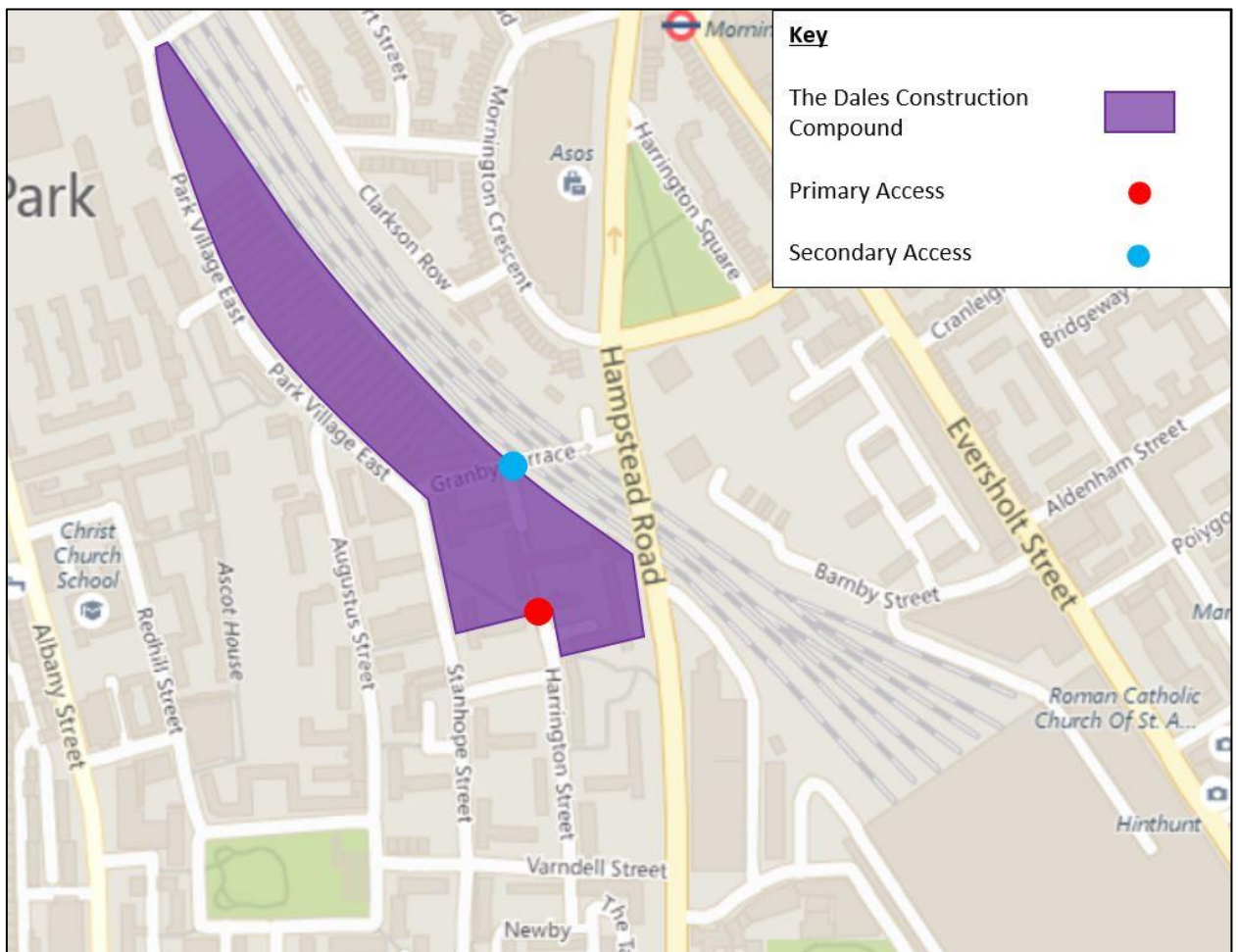
- 2.11 A HS2 register is to record all the individual undertakings and assurances given to petitioners and to Parliament and is contained in a single document. The undertakings and assurances relevant to this construction compound are contained in **Appendix A**.

3 OPERATIONAL LGV REQUIREMENTS

The Construction Compound

- 3.1 The main site access will be from the northern point of Harrington Street, located on the southern boundary of the site.
- 3.2 The Granby Terrace railway-overbridge and the Hampstead Road junction will be used as a secondary site access until it is deemed unusable by the progression of utility works or bridge extension works which will limit the use of this junction for LGV movements. The reasons for this are detailed in Section 6 of this LTMP.
- 3.3 **Figure 3.1** illustrates the ‘Sector 1’ enabling works area that is the subject of this LTMP.

Figure 3.1 – Enabling Works Area



- 3.4 Any additional points of access needed to access the construction compound will be made under the High Speed Rail (London – West Midlands) Act 2017, and this document will be updated periodically to reflect such changes.

4 PROPOSED PROGRAMME & WORKING HOURS

- 4.1 The programme for the proposed Enabling Works is between August 2018 and January 2020. Working hours will be 08:00 - 18:00 Monday-Friday and 08:00 - 13:00 on Saturdays and start up and close down periods in accordance with the CoCP
- 4.2 There will be a site establishment period prior to the enabling works beginning which will include plant mobilisation and site preparation. This will take approximately one month and is earmarked for 21st June 2018.
- 4.3 Following the completion of the enabling works construction period there will also be a month period, earmarked for January 2020, when site operations are disbanded and site plant is removed.
- 4.4 These dates are subject to change and this LTMP, as a live document, will be periodically updated as and when revised dates may become available.

5 FORECAST LGV MOVEMENTS

5.1 The forecast LGV traffic movements are associated with all Enabling Works activities at the construction compound. These activities are detailed in Section 1, but include demolition, site clearance, excavation, ground investigations, utility works / diversions and bridge extension. The LGV movements associated with all of these enabling works are as follows:

- Over the duration of the Enabling Works it is envisaged that the average number of LGV's per day will be 20 (40 combined in & out movements), based on a 10-hour working day (rounded up and includes both the inbound and outbound movements). This equates to approximately four LGV movements per hour throughout the working day, including the peak hours;
- During the busiest times of activity, it is anticipated that there will be a maximum of 70 (combined in & out) LGV movements per day. The level of peak activity is expected to occur over a period of between 1-3 months and coincide with the ground lowering to Granby Terrace Bridge which is planned to take place approximately five months after vacant possession;
- Importantly, the number of LGV movements associated with this part of the HS2 Enabling Works has been reduced through efficiency measures and the reuse of materials on site. The forecast reduction through these efficiencies / reuse of materials equates to some 2,800 two-way LGV movements.

6 LGV ROUTING ARRANGEMENTS

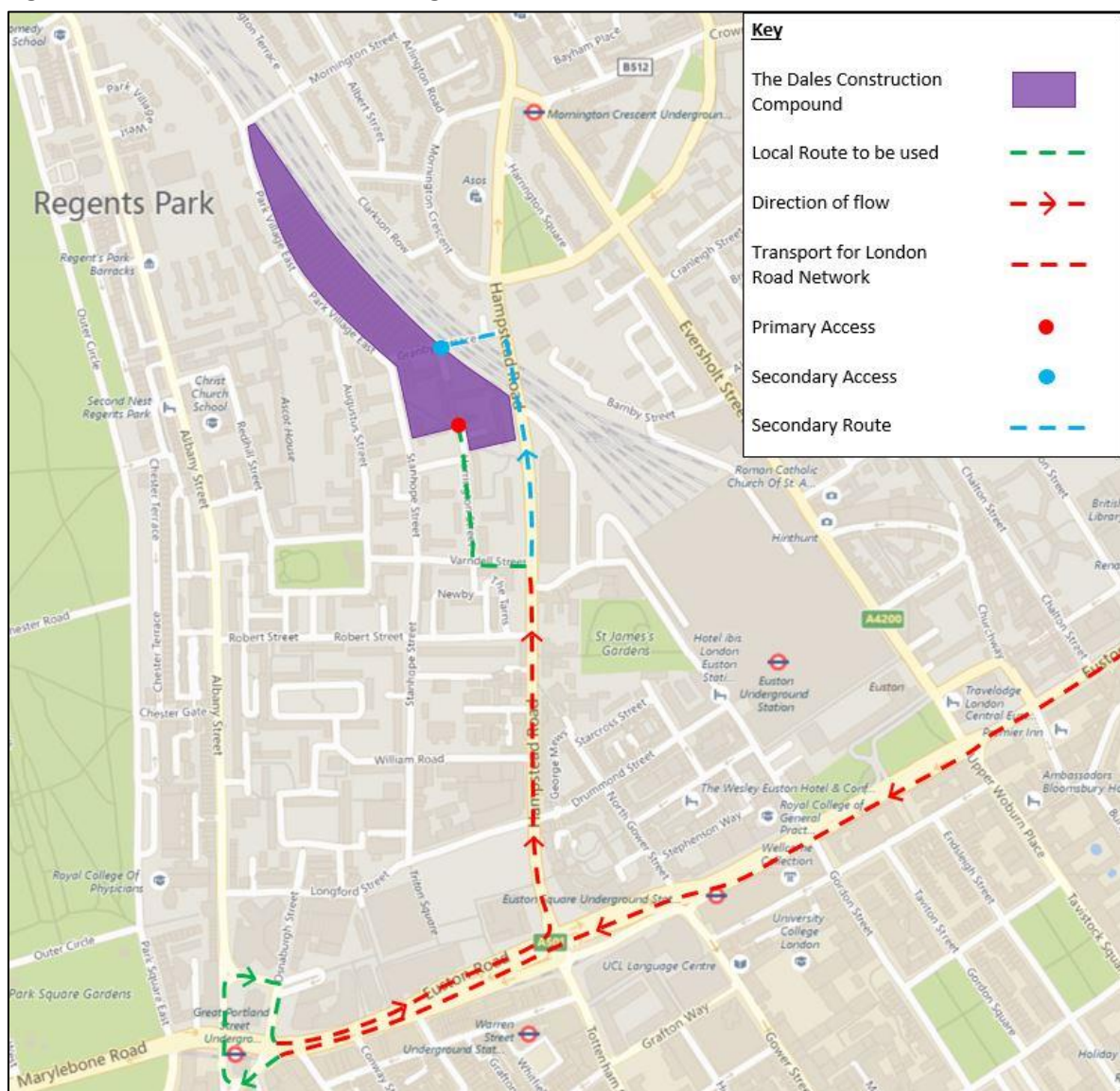
LGV Origin / Destination

6.1 The origin for LGV movements is the waste disposal site Westminster Waste Ltd, Maybank Wharf, Herringham Road, London, SE7 8NJ. This work site will be accessed via the Transport for London Road Network (TLRN) and the LGV routing agreements were developed to achieve the quickest practical route between the Construction Compound and the TLRN.

LGV Route to the site

6.2 Following consultation, the LBC access route to the site from Westminster Waste is illustrated in **Figure 6.1**.

Figure 6.1 – LGV route to the enabling works area



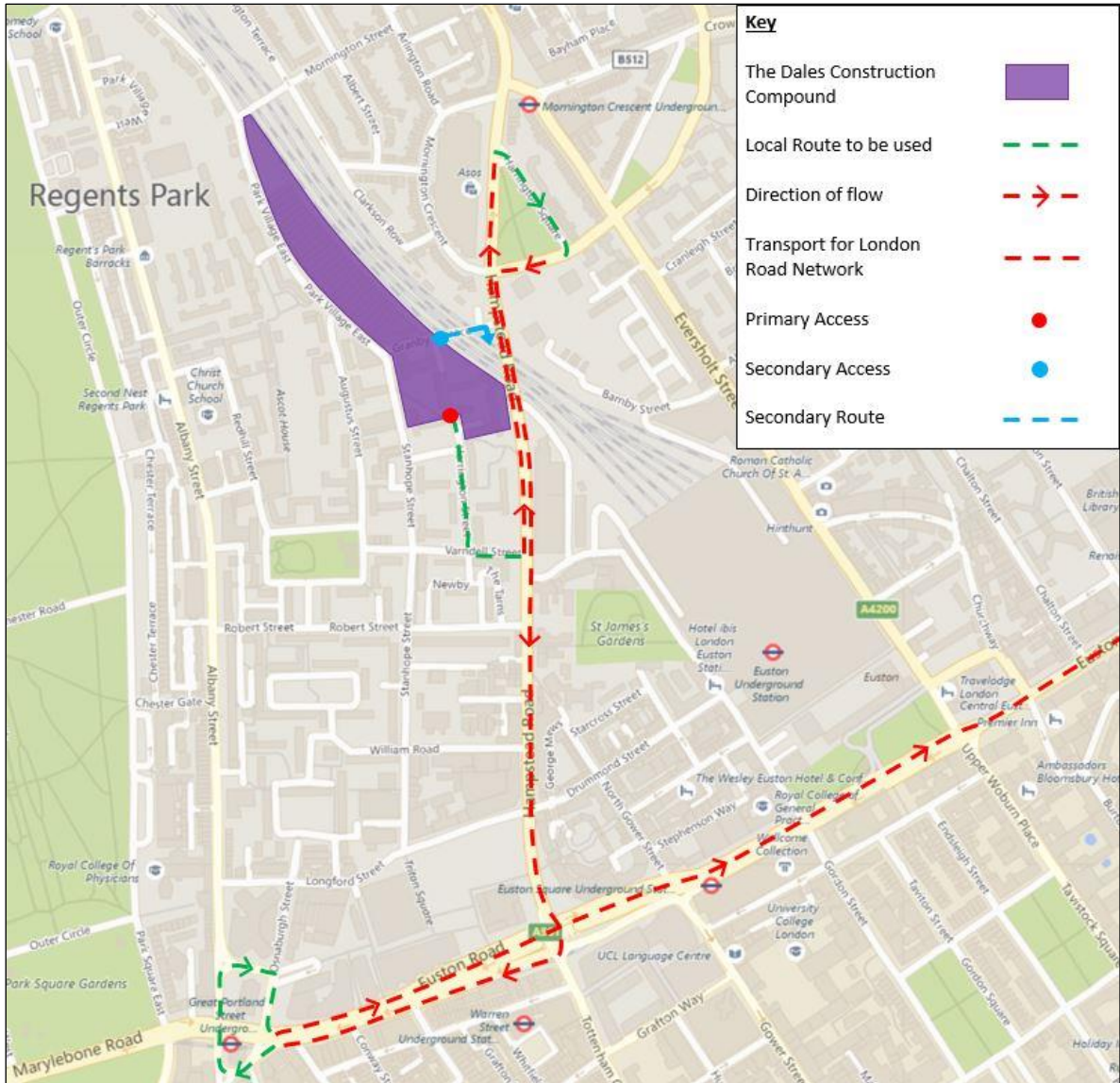
The construction compound - Local Traffic Management Plan

- 6.3 The LGV access route will be via the TLRN Euston Road (A501), the Great Portland Street gyratory, Albany Street, the Osnaburgh Terrace Loop, Euston Road (E), Hampstead Road (N), Varndell Street and Harrington Street.
- 6.4 This route has been chosen to avoid the Gower Street, Grafton Way Gyratory, West End Project construction and associated emergency services relating to University College London Hospital.
- 6.5 LGV movements on the access and egress routes have been carefully considered against the traffic effect of the agreed LGV routes associated with the EW Sector 1 works adjacent to Euston Station, and the combined effect is not considered to be significant or detrimental to highway safety and are within the movement parameters as presented in the Environmental Statement.

LGV route from the site

- 6.6 The LGV egress route will be via Harrington Street, Varndell Street, Hampstead Road (N), Harrington Square loop, Hampstead Road (S), Euston Road (W), Great Portland Street gyratory, Albany Street, the Osnaburgh Terrace loop, Euston Road (E), Westminster Waste.
- 6.7 The LBC egress route from the site to Westminster Waste is illustrated in **Figure 6.2**.

Figure 6.2 – LGV route from the enabling works area



Route Considerations

- 6.8 The right turn from Varndell Street to Hampstead Road (South) was carefully considered to avoid looping LGV traffic around the Harrington Square loop. However, the right-turn out of Varndell Street is currently prohibited by an kerbed central island, which forms part of the signal-controlled Cardington Street junction. The close proximity of the southbound Hampstead Road stopline would also prevent any traffic wishing to turn right out of Varndell Street would if there were any queued vehicles at the stopline without potentially straddling the northbound carriageway on Hampstead Road, thereby creating a highway safety issue. The only way to safely facilitate a right turn out of Varndell Street would be to remove the

existing pedestrian and cycle priority infrastructure and move the southbound stopline further forward.

- 6.9 There is no guarantee that this would provide LGV's with the opportunity to safely turn right out of Varndell Street and the relatively small number of vehicles wishing to make this manoeuvre does not justify a complete junction modification and removal of pedestrian and cycle infrastructure. Furthermore, the lead time for junction modelling and signal design agreement, programming and implementation would be protracted and would not fit with the with the current CSJV works programme for demolitions and bridge works. As such construction traffic is routed around the Harrington Square loop.
- 6.10 In addition, there is a no left turn from Hampstead Road (S) to Euston Road (E) and therefore construction traffic is routed around the Osnaburgh Terrace Loop. The option to reinstate the left turn would:
- Either require the loss of the protected pedestrian crossing over the Euston Road eastbound on-slip (which would potentially reduce safety) or require the junction to incorporate an all-red phase (thus reducing capacity and leading to additional queuing and worsening air quality)
 - Result in the removal of pedestrian footway and possible reconfiguration of the remaining pedestrian crossing facilities on the north side of the junction.
- 6.11 TfL would need to support the changes to the signals at the junction and their views are that *TfL would not support the re-introduction of a left turn from Hampstead Road onto Euston Road eastbound on-slip*. Such an option therefore cannot be pursued.
- 6.12 Harrington Square will only accommodate LGV egress movements. Therefore, only half of all LGV traffic will travel along this section of highway. This equates to an average of 10 LGV's (20 combined in & out movements) and a peak of 35 LGV's (70 combined in & out movements) per 10-hour working day. Moreover, this is likely to mean an average of 2 LGV movements and a peak of 4 LGV movements per working hour. This is a minor change in hourly traffic flow on this part of the highway network that would be undetectable to other road users and would not affect pedestrian's ability to cross the highway. The peak vehicle movements coincide with the ground lowering to Granby Terrace Bridge which will occur approximately five months after vacant possession of the residential blocks to be demolished.

Secondary Access

- 6.13 As detailed in Section 3, the Granby Terrace railway-overbridge and the Hampstead Road junction will be used as a secondary site access until it is deemed unusable by the progression of utility works or bridge extension works.
- 6.14 CJSV are continuing discussions with TfL to facilitate right turn manoeuvres out of, as well as left-turn manoeuvres in to Granby Terrace. Essentially this will temporarily make Granby Terrace a two-way street. If agreement is reached with TfL then LGV's will be encouraged to travel to the site via this route. This will not change the number of traffic movements on the wider highway network but may reduce some of the movements around the Harrington Square loop, Harrington Street and Varndell Street. The quantum of LGV's able to utilise the secondary access and Granby Terrace route will be limited due to the nature of the works in the construction compound at the point in time when the bridge is functional, as it will be closed to traffic during the bridge extension works.
- 6.15 For example, the first three months after vacant possession will consist of but not limited to, building isolations and purging, site clearance, survey works, soft strip, installation of wheel wash and haul road installation, all of which do not necessarily include significant associated LGV movements.

7 TRAFFIC MANAGEMENT STRATEGY

Proposed Highway Mitigation

- 7.1 In order to ensure that the highway safety is commensurate with the agreed LGV routes, a number of mitigation measures are proposed. Mitigation will require a combination of road closures, traffic management, parking spaces suspension and ongoing consultation with the statutory consultees and emergency services and may require ongoing amendments should unforeseen issues arise. TLG presence will be continued as will continued monitoring of all traffic management within the area.
- 7.2 This section also provides details of how this LTMP will coordinate with other HS2 activities that involve vehicle movements on Hampstead Road and other key traffic corridors.
- 7.3 The proposed traffic management measures are illustrated in **Appendix B**.
- 7.4 The overall safety elements of the scheme will include:
- Pedestrian segregation barrier and pedestrian diversions required at Hampstead Road / Varndell Street junction and along Varndell Street;
 - Pedestrian barriers the length of Harrington Street with specific gaps to permit pedestrian to cross;
 - Temporary drop ramps;
 - Strong wall barriers;
 - Raise / lower barrier control to slow traffic at Varndell Street and the site access with Traffic Marshals to operate them from a safe location to be agreed with the London Borough of Camden;
 - Safety bollards at the corner of Varndell Street / Harrington Street;
 - Drivers of HS2 construction vehicles and LGV's will benefit from Safe Urban Driving training in accordance with the training requirements in the RTMP; and
 - Highway condition on Harrington Street and Varndell Street will be monitored with road dilapidation surveys to ensure that any reasonable liabilities for repair are considered at the end of the works. To note, Harrington Street will remain open to all traffic throughout the enabling works timetable.

- 7.5 CSJV will review TfL's designer toolkit for Healthy Streets and endeavour to adopt these principles to Varndell Street, Harrington Street as may be appropriate.
- 7.6 This LTMP will be revised as safety matters progress and stakeholders will continue to be engaged during and the public consulted through this ongoing process.
- 7.7 Varndell Street and Harrington Street also benefit from an existing 20 mph speed limit, which is reinforced by speed-hump traffic calming features. Regular HS2 LGV drivers will be briefed to take extra care when driving over the speed humps to seek to minimise additional vehicle noise.
- 7.8 Lower speed limits for LGV drivers has been considered but ultimately discounted as it is considered that LGVs are highly unlikely to be able to travel at even 20 mph due to the barriers on Varndell Street and traffic calming features on Harrington Street, which could damage vehicles if driven over at speed. LGV operators are professional drivers and will drive within the legal speed limits and at an appropriate speed for the surroundings and highway conditions.
- 7.9 Pedestrian barriers are provided on Hampstead Road to ensure pedestrians are ushered onto Varndell Street and are directed to cross at the safe point.

Route Requirements / Traffic Management

- 7.10 Again, this LTMP will be revised as safety matters progress and stakeholders will continue to be engaged during and the public consulted through this ongoing process.
- 7.11 Specific traffic management requirements to facilitate the proposed works include:
- Temporary closure of part of Varndell Street between Hampstead Road and Harrington Street to general traffic although emergency vehicle access will be maintained. This will be controlled by two raise / lower barriers on Varndell Street which will be marshalled to manage construction vehicles, emergency services and refuse collection vehicles in / out during operational hours and general public vehicles outside of these hours;
 - To safely allow for construction vehicle access to the Construction Compound, access to Varndell Street from/to Hampstead Road will be available for HS2 vehicles only;

- Temporary Suspension of 32 parking spaces and installation of double yellow lines on Harrington Street and Varndell Street so that parked cars do not prevent two-way working at all times. The removal of the street furniture will be included within a Schedule 4 submission and as set out in the HS2 Phase 1 RTMP;
- Pedestrian segregation barriers and pedestrian diversions will be required at Hampstead Rd / Varndell Street junctions; and
- Pedestrian barriers will be used along the entire length of Harrington Street with specific crossing points and safety bollards will be used at the corner of Varndell Street / Harrington Street.

7.12 Diversion routes for traffic that cannot use Varndell street will be shown on specific diversion plans but these will need to take into all Thames water / Utilities and UKPN works.

Works Coordination

7.13 In relation to the Regents Park works, CSJV is working closely with Thames Water and SCS to ensure all works are carefully co-ordinated in the Regents Park area. Regular updates will also be given to the monthly HS2 Camden Traffic Liaison Group meetings. CSJV are producing a document which highlights all closures whether full or part in the whole area by all contractors. This will be a month by month presentation to be shown at the next TLG 4th July.

7.14 Focused co-ordination meetings are currently being implemented between all emerging and proposed HS2 works, including those of the Enabling Works Contract, Thames Water and UK Power Networks. Representatives from London Borough of Camden and TfL will be invited to all such co-ordination meetings. These will raise comprehensive awareness, co-ordination and mitigation strategies as to the specific and cumulative effects that the presence of HS2 works may have within Regents Park Estate. These co-ordination meetings will give clarity and resolution on the essential functions that must be permitted within Regents Park Estate, such as for emergency services access, refuse collection, pedestrian, cyclist and vehicular permeability, with particular reference to vulnerable pedestrians and road users. The proposals agreed following these co-ordination meetings will be incorporated into the Camden-wide LTMP.

Site Access Process

7.15 The CSJV control mechanism to control vehicles entering and exiting the construction compound, as well as Varndell Street and Harrington Street, is shown in detail in the flow charts presented in **Figures 7.1 & 7.2**.

Figure 7.1 – Control mechanism for vehicles accessing the enabling works area

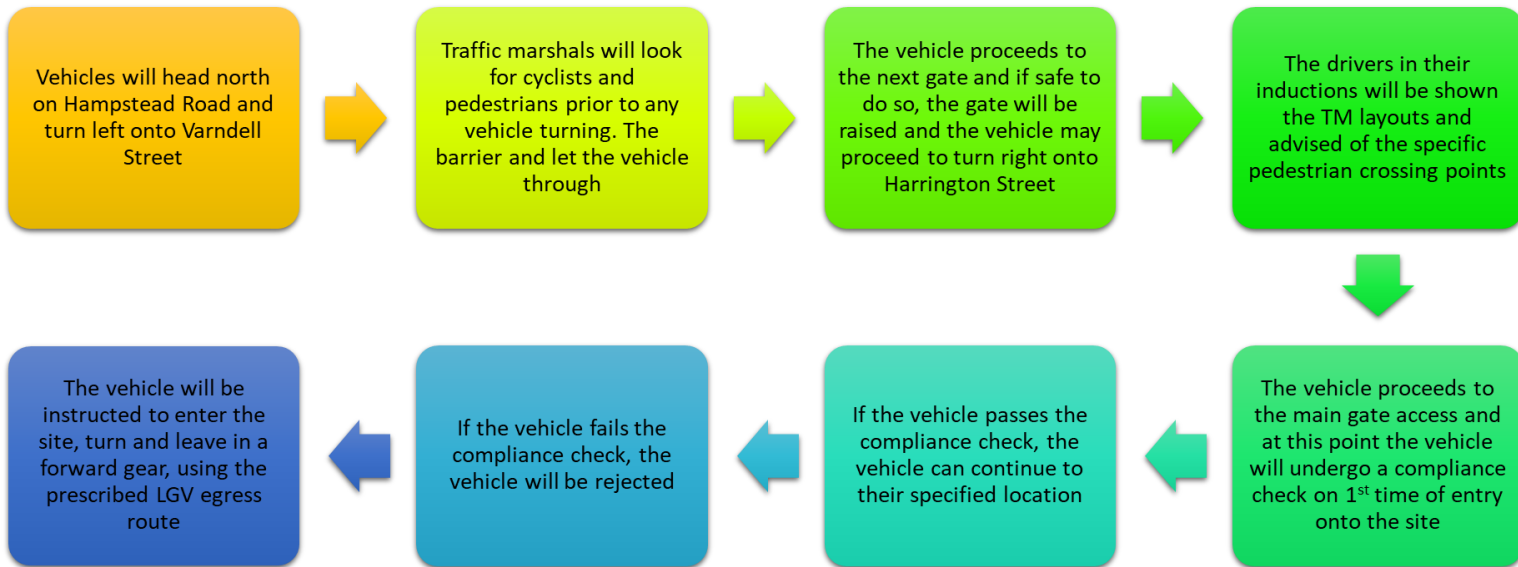
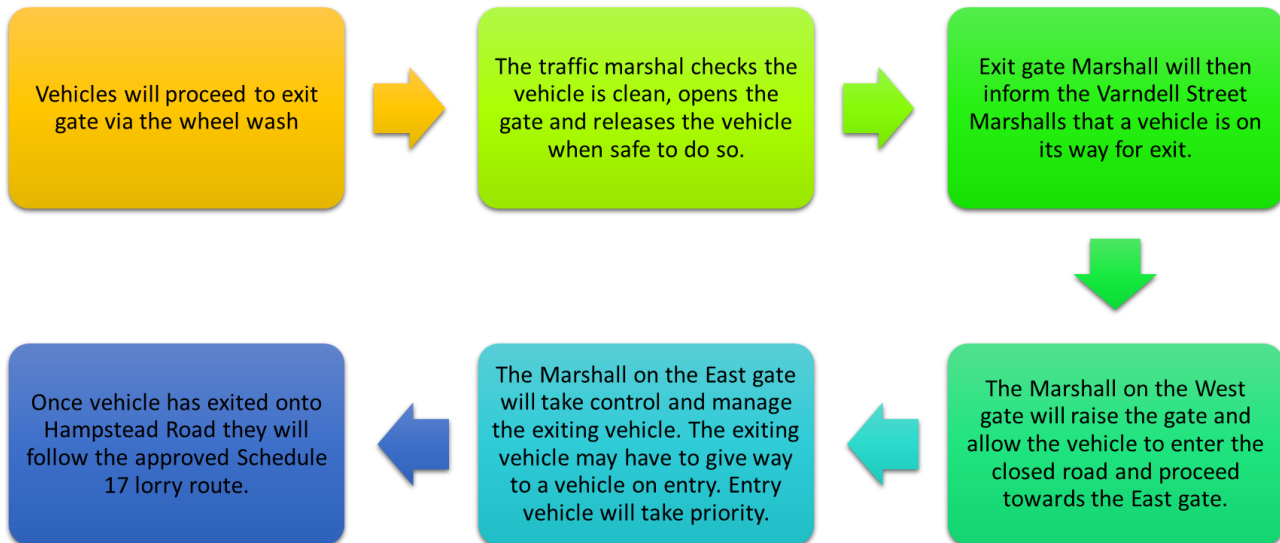


Figure 7.2 – Control mechanism for vehicles egressing the enabling works area

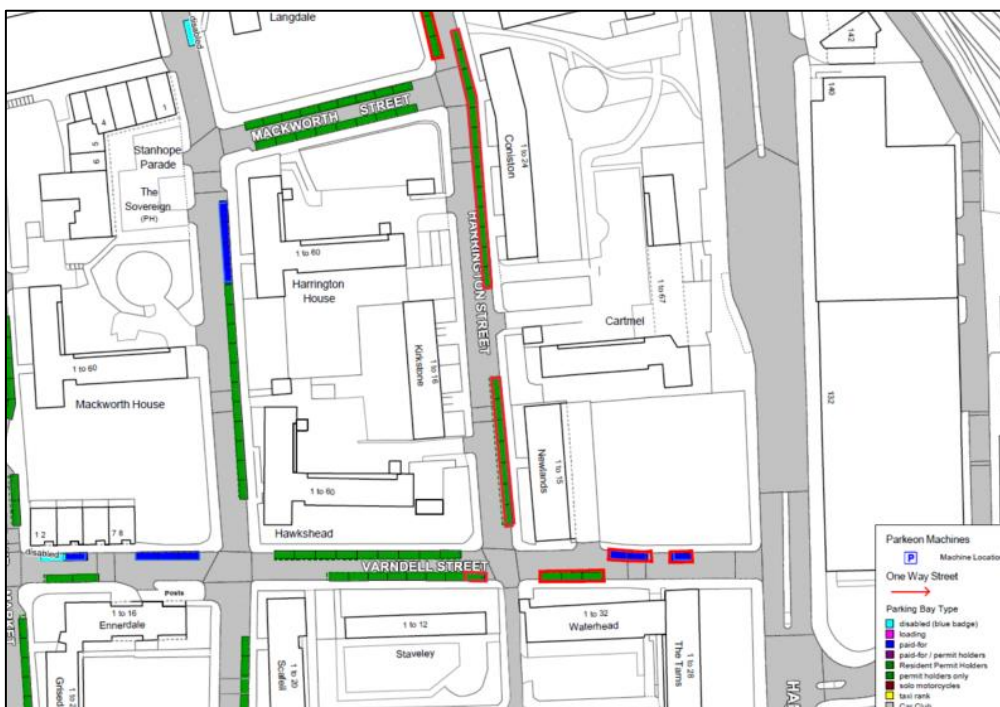


Parking Space Suspensions

7.16 The proposal is to temporarily remove 32 parking spaces for the duration of the works as a part of a Schedule 4 submission, as illustrated in **Figure 7.3** (extract from the London Borough of Camden), and includes:

- 29 x Permit Holder spaces; and
- 3 x paid-for spaces.

Figure 7.3 – Proposed Parking Spaces Suspensions



- 7.17 CSJV will continue to work with LBC to explore ways to temporarily replace the 32 suspended parking spaces elsewhere within the Controlled Parking Zone (CPZ), for the duration of the enabling works. Particular attention will be paid to replacing disabled spaces and other priority spaces as set out in the RTMP.
- 7.18 It is not anticipated that the suspension of the 32 parking spaces, and any temporary replacement spaces, will continue to be needed beyond the anticipated enabling works timeframe for the construction compound.

LGV Holding Areas

- 7.19 LGV holding areas on the local highway network / TLRN are not required and all scheduled LGV arrivals can be accommodated within the site.

Abnormal LGV's

- 7.20 Any abnormal LGV loads will be undertaken in line with the parameters and notice periods for key stakeholders (LBC, TfL and emergency services) as set out in *Table 4.4* of the '*High Speed Two Phase One: Route-Wide Traffic Management Plan*'.

8 STAKEHOLDER AND COMMUNITY ENGAGEMENT

8.1 Throughout the construction programme CSJV will reasonably continue to engage with key stakeholders and the community (as necessary and relevant), and review the LTMP to ensure highway safety, relevant to the works in this LTMP, is maintained for all users, local resident's inconvenience is minimised and emergency / service vehicle access is maintained.

8.2 Likely Stakeholders include:

- Camden Traffic Liaison Group;
- Camden Community Traffic Working Group;
- Local Schools;
- Camden / London Cycle Campaign;
- Living Streets;
- London Borough of Camden (education, highways & refuse collection);
- Transport for London;
- Network Rail / London Underground; and
- Emergency services (London Ambulance Service, London Fire Brigade, Metropolitan Police and British Transport Police).

Ongoing consultation

8.3 The contractor will provide a local register of construction traffic management undertakings and assurances, so that a single reference document can be referred to concerning the requirements for management of traffic at a local level.

8.4 In addition, the initial programme of temporary traffic management, will be continuously updated and shared with highway authorities and key stakeholders at TLG meetings.

8.4.1 CSJV will engage with NR and LUL to determine their operational requirements and develop a strategy to ensure co-ordination with our works.

9 WORKFORCE TRAVEL PLAN

- 9.1 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. This is one of the most sustainable locations in the UK and there are a plethora of transport options including rail, bus, tube, cycle, walk for the workforce to use for their daily journeys. For journey planning TFL website is recommended: <https://tfl.gov.uk/plan-a-journey/>.
- 9.2 Parking within the compound is not permitted. Parking controls are in place on surrounding streets to prevent commuter parking.

Appendix A

Undertakings and Assurances

ID	U&A ref id	To Whom	Subject	U&A Text (Summary)
Phase1_U&A.1845	1074	Westminster City Council	Ensuring Westminster City Council is kept informed regarding construction traffic routes	<p>The Secretary of State will require the nominated undertaker to provide details to Westminster City Council about proposals brought forward by the Nominated Undertaker, in relation to construction traffic routes commencing at the Euston Worksite and passing through the City of Westminster these details to be provided when schedule 17 lorry route request for approval is made to the LB Camden in accordance with the planning memorandum. The Nominated Undertaker shall use reasonable endeavours to give the City of Westminster [28] days notice of the details prior to construction traffic commencing to use the routes specified.</p> <p>Additionally prior to the commencement of the HS2 works the nominated undertaker will prepare a Local Traffic Management Plan (LTMP) which will be produced in consultation with the relevant highway authority and traffic authorities, emergency services and other key stakeholders in accordance with section 14 of the Code of Construction Practice. The LTMP will include</p>
Phase1_U&A.2032	1102	London Borough of Camden	Reduction workforce related traffic	<p>5.4 The Secretary of State will require that the Nominated Undertaker prepare construction workforce travel plans, through engagement with the relevant highways authority, with the aim of encouraging the use of sustainable modes of transport to reduce the impact of workforce travel on local residents and businesses in the London Borough of Camden.</p> <p>5.5 The Nominated Undertaker's objectives to support these aims will include:</p> <p>effective management of construction worker traffic to minimise damage to the environment, impact on the surrounding road network, danger to road users and disturbance to neighbouring properties; and</p> <p>the introduction of measures to reduce single occupancy car journeys by staff working on construction sites through the encouragement of car-sharing, use of available public transport, cycling and walking to work where reasonably practicable.</p>
Phase1_U&A.2031	1103	London Borough of Camden	Impacts of construction traffic	<p>The Secretary of State will require that the Nominated Undertaker during construction works, will ensure, insofar as is reasonably practicable that the impacts from construction traffic on the local community in the London Borough of Camden (including all local residents and businesses and their customers, visitors to the area, and users of the surrounding transport network) are mitigated by its contractors where reasonably practicable.</p> <p>For the avoidance of doubt, the Secretary of State confirms that transport assurances provided to the London Borough of Camden shall be subject to the Nominated Undertaker securing all requisite consents under Schedule 4 and 17 of the Bill.</p>
Phase1_U&A.2030	1104	London Borough of Camden	Impacts of construction traffic	<p>The Secretary of State will require the Nominated Undertaker to prepare Local Traffic Management Plans in liaison with the London Borough of Camden, Transport for London and the emergency services.</p> <p>For the avoidance of doubt, the Secretary of State confirms that transport assurances provided to the London Borough of Camden shall be subject to the Nominated Undertaker securing all requisite consents under Schedule 4 and 17 of the Bill.</p>
Phase1_U&A.2028	1106	London Borough of Camden	Public access	<p>The Secretary of State will require that the Nominated Undertaker will maintain public access along the highway and over other areas where the public has access, where reasonably practicable, and appropriate measures will be implemented to ensure the local community, economy and transport networks in the London Borough of Camden can continue to operate effectively. Where this is not reasonably practicable, alternative measures shall be identified by the Nominated Undertaker to maintain continual public access, especially for pedestrians and cyclists, to routes in the vicinity of the construction sites within the London Borough of Camden. The impact of road based construction traffic will be reduced by implementing and monitoring clear controls on vehicle types, hours of site operation, parking and routes for large goods vehicles. Without prejudice to any other requirements to do so, the Nominated Undertaker will take reasonable steps to ensure that the London Borough of Camden is notified of those controls and informed of any changes to them.</p>
Phase1_U&A.2027	1107	London Borough of Camden	Construction routes used by pedestrians and cyclists	<p>The Secretary of State will require the nominated undertaker to, where reasonably practicable, retain access for pedestrians and cyclists where safe and appropriate to do so, including where a highway is closed to other traffic under the powers of the Bill. Prior to any formal application under the Bill relating to traffic or highways proposals, site specific measures will be discussed with highway authorities and emergency services through the Traffic Liaison Group meetings established in accordance with the Code of Construction Practice and the Route-wide Traffic Management Plan. Examples of the measures will include:</p> <p>Details about specific traffic management measures;</p> <p>Installation of appropriate signage indicating all temporary diversions or where reasonably appropriate, alternative routes;</p> <p>Measures to minimise impact on highway users.</p>

ID	U&A ref id	To Whom	Subject	U&A Text (Summary)
Phase1_U&A.2026	1108	London Borough of Camden	Local Traffic Management Plans	<p>6.5 Local Transport Management Plans</p> <p>6.5.1. The Secretary of State will require the Nominated Undertaker, to produce Local Traffic Management Plans (LTMPs) within the London Borough of Camden prior to the commencement of any works under the Bill and keep them updated, in consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders. The LTMP(s) will include, as appropriate:</p> <p>details of permitted access routes and accesses for construction traffic; details of site boundaries and the main access/egress points for worksites and compounds; details of temporary and permanent closures and diversions of highways and other public rights of way (including timing); a list of roads which may be used by construction traffic in the vicinity of the site including any restrictions to construction traffic on these routes, such as the avoidance of large goods vehicles operating adjacent to schools during drop off and pick-up periods and any commitments set out in the register of Undertakings and Assurances; details of phasing of works; the proposed traffic management strategy; other measures which will affect the highway, such as lorry holding areas (including timing of use); proposals for the regular operation of traffic liaison groups with key stakeholders to ensure that programmes of HS2 works are shared and which will assist with the highways authorities to carry out their network management duties; and a register of applications for consents associated with temporary traffic management measures.</p> <p>6.5.2. In relation to lorry management, LTMPs will include details of the following, where appropriate:</p> <p>timing of site operations and timing of traffic movements; local routes to be used by lorries generated by construction activity; lorry holding areas; lorry holding areas on- or off-highway, how they will be laid out and operated (including timing of operation); and weighbridge(s) at a suitable location(s) on site to monitor compliance with vehicle weight restrictions.</p>
Phase1_U&A.2025	1109	London Borough of Camden	Lorry routes	<p>Lorry routes will be set out in the LTMPs and as set out in the Planning Memorandum, the Nominated Undertaker will have forward discussions, where reasonably practicable, on lorry route applications prior to submission.</p>
Phase1_U&A.2024	1110	London Borough of Camden	Traffic Management Measures	<p>The Secretary of State will require the Nominated Undertaker to produce and update (where reasonably required) site specific traffic management measures within the London Borough of Camden and where reasonably practicable to discuss the site specific traffic management measures with the highways authorities and the emergency services. The site specific traffic management measures will include the following, as appropriate:</p> <ul style="list-style-type: none"> - details about specific traffic management, within site specific plans; - road traffic management layouts and signage including works necessary for site access for construction traffic, which will be subject to consultation with the relevant highway authority; - installation of appropriate signage indicating all temporary and permanent diversions of PRow - measures to be implemented to reduce construction traffic impacts, or impacts associated with parking on residential streets; - measures to minimise impact on highway users; - retaining access for cyclists and pedestrians, where safe and appropriate; - timing of traffic management operations, if their scope can be undertaken during off-peak, night or weekend working; - parking controls; - measures to ensure that construction vehicles do not cause damage to highways, and measures to ensure that any damage to grass verges is repaired and reinstated; - requirements relating to the movement of traffic from business and commercial operators of road vehicles, including goods vehicles; - controls to reduce environmental impacts to nearby receptors and consideration of temporary reduced speed limits around worksites; - co-ordination with utility companies and service diversions; and - winter gritting plans, which will complement those of the relevant highway authority.

ID	U&A ref id	To Whom	Subject	U&A Text (Summary)
Phase1_U&A.2023	1111	London Borough of Camden	Monitoring	The Secretary of State shall require that the Nominated Undertaker and its contractors shall carry out such monitoring as is necessary to ensure compliance with the requirements of the CoCP, and this will include the maintenance of records of traffic management measures. The monitoring programme, the approach to regular consultation with highway authorities and emergency services and the control processes will be required to be set out in the Environmental Minimum Requirements. The Secretary of State will require the nominated undertaker to set out within the Route-wide Traffic Management Plan, in accordance with the Code of Construction Practice, appropriate measures to require monitoring for the purpose of identifying deviation of Large Goods Vehicles from authorized construction routes , and where there has been an identified deviation, this may result in the issue of a Traffic Enforcement Notice (TEN) and the principal contractor will be alerted to this breach.
Phase1_U&A.2021	1113	London Borough of Camden	Route Management, Improvement and Safety Plan	The Secretary of State will require the nominated undertaker to prepare and maintain a Route Management, Improvement and Safety Plan (ROMIS) as set out within the Route-wide Traffic Management Plan prepared in accordance with the Code of Construction Practice. The objective of the ROMIS plan will be to demonstrate that the traffic grounds for refusal of a route as set out in Schedule 16 to the Bill have been appropriately considered. The ROMIS plan shall: set out the construction routes to be approved in accordance with Schedule 17 to the Bill; consider what physical changes to the highway and other land are necessary to enable use by Large Goods Vehicles; confirm that the measures related to safety and free flow of traffic have been considered and, as necessary, mitigated in the proximity of the construction access points.
Phase1_U&A.2020	1114	London Borough of Camden	Construction Logistics for Cyclist Safety (CLOCS) standards and the First Operator Recognition System (FORS)	The Secretary of State will require the nominated undertaker to comply, as far as reasonably practicable, with the Construction Logistics for Cyclist Safety (CLOCS) standards and the First Operator Recognition System (FORS) or such equivalent or better standards or system that may replace them.
Phase1_U&A.2019	1115	London Borough of Camden	Flexible working	The Secretary of State will require the nominated undertaker to work with the London Borough of Camden (including through the production and periodic review (with the participation of the London Borough of Camden and TfL) of the Local Traffic Management Plan and through the Traffic Liaison Group) to ensure the Nominated Undertaker supports them as the local highway authority to enable them to carry out their obligations to ensure there is a coordinated approach to traffic management in their area and address local issues as they arise. The Local Traffic Management Plan for Euston will be the subject of regular review to enable it to continue to address local circumstances while recognising HS2's cost and programme constraints.
Phase1_U&A.2101	1157	London Borough of Camden	Maintenance of permeability through and around construction sites	The Secretary of State will require the nominated undertaker, in carrying out the detailed design of the project, so far as reasonably practicable to maintain permeability through and around construction sites within the London Borough of Camden area.
Phase1_U&A.2100	1158	London Borough of Camden	Coordination of various construction activities	The Secretary of State will require the nominated undertaker so far as reasonably practicable to coordinate activities on and relating to the various construction sites in the London Borough of Camden so as to reduce the combined impact of HS2 construction within the London Borough of Camden area insofar as it does not impact the timely, economic and safe delivery of the Proposed Scheme. This will include, but not be limited to, the coordination of applications for consent under section 61 of the Control of Pollution Act 1974.
Phase1_U&A.2098	1160	London Borough of Camden	Reduction of effects on schools	The Secretary of State will require the Nominated Undertaker to seek reasonably practicable measures to further reduce or avoid significant effects on schools, in doing so the Promoter will continue to consult the London Borough of Camden and the schools. Such measures could include but are not limited to: 12.2.1 the provision of acoustic installations, including glazing, and associated ventilation; 12.2.2 the provision of air handling equipment; 12.2.3 the provision of high hoardings; 12.2.4 no noisy works being carried out in the vicinity of the school during examination periods; 12.2.5 the use of additional lorry control methods and banksmen.

ID	U&A ref id	To Whom	Subject	U&A Text (Summary)
Phase1_U&A.2097	1161	London Borough of Camden	Regard to effects on Maria Fidelis School	Particular regard will be had to the effects on Maria Fidelis School if despite paragraph 12.1 the consolidation of its sites is not likely to be or has not been completed before construction of HS2 commences in the vicinity of the school.
Phase1_U&A.2096	1162	London Borough of Camden	Pedestrian access to and from schools	The Secretary of State will require the Nominated Undertaker and/or its contractors, in accordance with paragraph 6(2) of Schedule 4 to the Bill, to maintain pedestrian access to and from the relevant schools during term time and normal operating hours of the relevant schools save where it is necessary to temporarily suspend access in the case of an emergency or for the implementation of traffic and pedestrian measures.
Phase1_U&A.2095	1163	London Borough of Camden	Consultation regarding development of the Local Traffic Management Plans	The Secretary of State will, during detailed design and during construction planning of the HS2 works in the London Borough of Camden, require the Nominated Undertaker and/or its contractors to consult the local community, the London Borough of Camden and other Stakeholders in the London Borough of Camden in order to develop the Local Traffic Management Plans (LTMPs). These LTMPs will develop mechanisms and requirements for the management of protecting school pupils and other vulnerable road users (including all pedestrians).
Phase1_U&A.2094	1164	London Borough of Camden	Consultation regarding impacts and possible mitigation of schools in Camden	The Promoter will continue to consult the local community, local schools and the Local Education Authority to understand the potential impact of the scheme on schools and what mitigation might be provided in the event that the construction of HS2 does significantly impact the school or impact on the viability of the school.
Phase1_U&A.2112	1165	London Borough of Camden	Engagement on impacts and possible mitigation on schools	The Secretary of State will require the Nominated Undertaker to engage with the London Borough of Camden and schools to fully understand any impacts that may occur and identify and reasonable measures to mitigate as identified within the Code of Construction Practice.
Phase1_U&A.2111	1166	London Borough of Camden	Reduction of disruption to arrival and departure of pupils, staff and visitors to schools	The nominated undertaker shall engage with the London Borough of Camden prior to completion of the detailed design of the traffic management associated with the construction work at Euston station and elsewhere, with a view to reducing as far as reasonably practicable any disruption caused by such works to the efficient arrival and departure of pupils, staff and other visitor to and from school premises.
Phase1_U&A.2110	1167	London Borough of Camden	Reasonable advance notice of construction works around schools	The nominated undertaker shall, in accordance with the Code of Construction Practice, give reasonable advance notice of the construction works taking place around schools to the London Borough of Camden.
Phase1_U&A.2124	1230	Camden Cutting Group	Consents	The Secretary of State requires that the nominated undertaker's contractors will seek to obtain consents from the London Borough of Camden under Section 61 of the Control of Pollution Act 1974 for the proposed construction works, excluding non-intrusive works. Applications will normally be made to the relevant local authority for a Section 61 consent at least 28 days before the relevant work is due to start.
Phase1_U&A.1989	1323	The Drummond Street Traders: (1) Mohammed Salique; (2) Sultanur Rahman Choudhury; (3) Mohammed	Loss of parking bays	As part of the detailed design process, the Secretary of State will require the nominated undertaker to review the loss of parking bays in the Drummond Street area, in order to identify opportunities for the re-provision of parking bays and to reduce the number of parking bays lost, insofar as it is reasonably practicable to do so.

ID	U&A ref id	To Whom	Subject	U&A Text (Summary)
Phase1_U&A.2679	1812	Richard Booth	Mornington Place - construction route	The Secretary of State will require the nominated undertaker to use Mornington Place as a construction route only in the event that access to the Mornington Street overbridge compound from Arlington Road or Clarkson Row is inhibited, or in the case of an emergency or if required to do so by the London Borough of Camden.
Phase1_U&A.9458	2155	London Cycling Campaign	Cycle-Rail Working Group engagement with the petitioner	<p>The Promoter will use reasonable endeavours to ensure that, during the detailed design of Phase One of HS2, the Cycle-Rail Working Group will engage with the London Cycling Campaign prior to any occasion when any HS2-associated issues affecting cycle routes in London are to be discussed during meetings of that Group.</p> <p>In this assurance:</p> <p>the 'Cycle-Rail Working Group' means the cross-industry working group established to encourage implementation and best practice development of strategic policy in relation to the delivery of cycle-rail integration, and includes any successor group with substantially similar aims;</p> <p>'London' includes Greater London;</p> <p>'Phase One' has the meaning given in section 1(3) of the High Speed Rail (London-West Midlands) Bill; and</p> <p>'the Promoter' means the Secretary of State for Transport (or any successor Secretary of State holding the transport portfolio) and includes so far as relevant any Nominated Undertaker exercising the powers or functions of the Bill by virtue of an Order under clause 43 of the Bill.</p>
Phase1_U&A.10479	2298	HS2 Euston Action Group	Mitigation of adverse environmental impacts	<p>In this assurance:</p> <p>'Works' means those of the Authorised Works to be carried out in the London Borough of Camden.</p> <p>In line with the requirements specified in the General Principles of the Environmental Minimum Requirements, the Promoter will require the nominated undertaker to seek to use reasonable endeavours to adopt mitigation measures that will further mitigate any adverse environmental impacts as a result of the works, in so far as these mitigation measures do not add unreasonable costs to the Proposed Scheme or unreasonable delays to the Proposed Scheme construction programme.</p>
Phase1_U&A.10482	2301	HS2 Euston Action Group	Air quality monitoring	<p>In this assurance:</p> <p>'Works' means those of the Authorised Works to be carried out in the London Borough of Camden;</p> <p>The Promoter will require the nominated undertaker to provide information on air quality monitoring in relation to the Works to the local community at engagement events held under the community engagement framework up to 4 times a year, including any action proposed to be taken by the nominated undertaker or its contractor in response to the results of the monitoring.</p>
Phase1_U&A.10492	2305	Park Village East Heritage Group	Parking mitigation	<p>In this assurance:</p> <p>'Works' means those of the Authorised Works to be carried out in the London Borough of Camden.</p> <p>In the period prior to commencement of construction of the Works and for the duration of the construction of the Works which result in the loss of vehicular parking along Park Village East, the Promoter will require the nominated undertaker to explore, with the London Borough of Camden as the relevant local highway authority, potential measures to mitigate the impact of any such loss of parking on the residents of Park Village East.</p>
Phase1_U&A.10493	2306	Park Village East Heritage Group	Emergency access	<p>In this assurance:</p> <p>'Works' means those of the Authorised Works to be carried out in the London Borough of Camden.</p> <p>The Promoter will require the nominated undertaker to, when preparing the relevant Local Traffic Management Plan(s) in accordance with the HS2 Phase 1 Route-wide Traffic Management Plan, consider the requirements for maintaining access for emergency services to the properties on Park Village East during the Works.</p>

ID	U&A ref id	To Whom	Subject	U&A Text (Summary)
Phase1_U&A.1053 5	2290	Camden Cutting Group	Design of hoardings	<p>In this assurance:</p> <p>'Works' means those of the Authorised Works to be carried out in the London Borough of Camden.</p> <p>The Promoter will require the nominated undertaker to ensure that the design process for the hoardings around construction activities used during the Works shall include consideration of the character of the surrounding townscape and the use of artwork or vegetation on hoardings where appropriate.</p>
Phase1_U&A.1053 7	2292	Camden Cutting Group	Identification of HS2 construction vehicles	<p>In this assurance:</p> <p>'Works' means those of the Authorised Works to be carried out in the London Borough of Camden.</p> <p>The Promoter will require the nominated undertaker to ensure that vehicles over 3.5t axle weight regularly attending a worksite(s) used for the purpose of the Works display a notice that identifies the vehicle as being operated as for the purposes of the Proposed Scheme.</p>
Phase1_U&A.1035 8	2357	London Borough of Camden	Use of ready-mix concrete lorries	<p>The Promoter will require the Nominated Undertaker to require its contractors, in constructing the Proposed Scheme in the London Borough of Camden, to use ready-mix concrete lorries with a minimum capacity of 8 cubic metres, except in the case of an emergency or where it is necessary in order to ensure the safe construction of the works to use vehicles of a lesser capacity.</p>
Phase1_U&A.1036 4	2363	London Borough of Camden	EURO VI engines	<p>Heavy vehicles (> 3.5 tonnes)</p> <p>The Promoter will require the Nominated Undertaker to include in their contracts with all relevant contractors the following requirements and to enforce those requirements and to require those relevant contractors to pass down and enforce these requirements in contracts with any relevant subcontractors:</p> <p>3.9.1 Require contractors to use HGVs (vehicles with a permissible maximum weight greater than 3.5 tonnes) within the London Low Emission Zone and relating to the construction of the HS2 works, to be powered by Euro VI (or lower emission) engines, unless it is an exempt vehicle.</p> <p>3.9.2 Require contractors to determine which vehicles are exempt and to report to the Nominated Undertaker HGV numbers by Vehicle Registration Number and Euro standard (including their subcontractors) including any exemptions and non-compliances for all relevant HS2 related works within the London Low Emission Zone. The exemptions shall be determined in a way that seeks to maximise the use of Euro VI (or lower emission) vehicles. This information to be forwarded to the London Borough of Camden, within one month of receipt by the Nominated Undertaker.</p> <p>3.9.3 Certain HGVs (vehicles with a permissible maximum weight greater than 3.5 tonnes) may be exempted on the grounds of:</p> <p>a) Specialism: being a specialist vehicle (not readily available as Euro VI compliant); and/or</p> <p>b) Unforeseen circumstances: for example breakdowns or mechanical failure requiring a replacement vehicle that is not readily available as Euro VI compliant; and/or</p> <p>c) Triviality: if it is expected that a particular vehicle is planned to and only makes no more than 12 visits in any 12-month rolling period to all HS2 works in the London Low Emission Zone, then the vehicle may be given a specific exemption. All exemptions must be obtained from the contractor designated by the Nominated Undertaker for that purpose and the reasons for seeking the exemption shall be recorded. The totality of the exemptions listed in this clause shall account for no more than 8% of unique vehicles on an annual basis. There may be certain circumstances where an exemption cannot be granted in advance and in this case, a retrospective exemption can be granted provided that:</p> <p>(a) the relevant documentation is submitted for consideration within two working days of the vehicle arriving at site;</p> <p>(b) the vehicle falls within the grounds for an exemption; and</p> <p>(c) the reasons for the retrospective application are recorded.</p> <p>3.9.4 All principal contractors, shall set out in their Logistics Environment Sustainability and Safety Management Plans (ESSMPs), their exemptions management process and report vehicle numbers, exemptions and non-compliances to the Nominated Undertaker on a monthly basis for two years from start of works to be undertaken by those principal contractors. Following the end of the initial two year period the reporting period will be reduced in frequency by agreement as performance is established. Non-compliances are those HGVs (vehicles with a permissible maximum weight greater than 3.5 tonnes) which are not Euro VI compliant and</p>

ID	U&A ref id	To Whom	Subject	U&A Text (Summary)
Phase1_U&A.11728	2761_01	Transport for London	TRO Powers	<p>*Please see clause 1 for definitions*</p> <p>2.1 The Secretary of State will not exercise the TRO powers so as to affect –</p> <p>2.1.1 any bus lanes as they existed on 12 January 2017;</p> <p>2.1.2 any cycleways as they existed on 12 January 2017;</p> <p>2.1.3 the London Safer Lorry Scheme as it existed on 12 January 2017;</p> <p>2.1.4 any weight limits on a road as in force on 12 January 2017; and</p> <p>2.1.5 any speed limits on a road as in force on 12 January 2017.</p>
Phase1_U&A.11727	2761_02	Transport for London	TRO Powers	<p>*Please see clause 1 for definitions*</p> <p>3.1 Before exercising any of the TRO powers the Secretary of State will consult Transport for London as to the anticipated environmental (including traffic and transport) effects arising from the proposed exercise of such a power.</p> <p>3.2 In relation to any consultation under this paragraph, Transport for London will be allowed a minimum of two months to consider and respond (subject to any longer period of time which may be specified in the Schedule (Traffic Regulation)).</p>
Phase1_U&A.11726	2761_03	Transport for London	Costs	<p>*Please see clause 1 for definitions*</p> <p>4.1 The Secretary of State will repay to Transport for London any reasonable costs reasonably incurred by Transport for London in making, varying or revoking a TRO in pursuance of a direction given under the Schedule (Traffic Regulation) and in carrying out any works or putting in place any signposting required in consequence of the making, variation or revocation of the TRO.</p> <p>4.2 In computing the costs to be repaid under paragraph 4.1 above there is to be deducted any application fee already paid to support a request to Transport for London to make, vary or revoke the TRO.</p> <p>4.3 No costs are payable under this paragraph if, and to the extent, that they are recoverable under paragraph 11 of Schedule 32 to the Bill.</p> <p>4.4 The Secretary of State will repay to Transport for London any reasonable legal costs arising out of any proceedings brought by a third party challenging the making, varying or revoking of a TRO by Transport for London in pursuance of a direction given under the Schedule (Traffic Regulation) provided that Transport for London shall defend such proceedings if reasonable to do so and that the amount of those costs are first approved by the Secretary of State, such approval not to be unreasonably withheld or delayed.</p>
Phase1_U&A.11722	2761_07	Transport for London	Removing Vehicles	<p>*Please see clause 1 for definitions*</p> <p>6.1 The Secretary of State will require the Nominated Undertaker to develop in consultation with the local highway authorities at the relevant TLG meetings the procedures to be adopted in exercising the powers to remove vehicles under paragraph 14 of the Schedule (Traffic Regulation).</p> <p>6.2 In paragraph 6.1 above, “TLG meetings” means the local traffic group liaison meetings established in accordance with the High Speed 2 Phase One Route Wide Traffic Management Plan produced in accordance with the current draft of the HS2 Phase One Code of Construction Practice.</p>
Phase1_U&A.11720	2761_09	Transport for London	TLRN	<p>*Please see clause 1 for definitions*</p> <p>7.2 If approval has been given under paragraph 6 of Schedule 17 to the Bill, or if a request for approval has been made but not determined, in respect of the whole or a substantial part of the TLRN being approved as a construction route the Secretary of State will, not later than three months from the date on which such approval is given:-</p> <p>7.2.1 by notice under paragraph 2(1)(a) of the Schedule (Traffic Regulation) designate any other road (or part of a road) comprised in the TLRN to which paragraph 1(2) of that Schedule is not to apply; and/or</p> <p>7.2.2 by notice under paragraph 2(1)(b) of that Schedule designate any description of traffic orders in relation to which paragraph 1(2) of that Schedule is not to apply as respects such road (or part of a road) comprised in the TLRN as may be specified in the notice.</p> <p>7.3 Any notice given under paragraph 2(1)(a) of that Schedule pursuant to paragraph 7.2.1 above shall have effect until a further notice is given under paragraph 2(1)(a) of that Schedule.</p>
Phase1_U&A.11719	2761_10	Transport for London	TLRN	<p>*Please see clause 1 for definitions*</p> <p>The Secretary of State will not exercise the TRO powers so as to affect any road (or part of a road) comprised in any part of the TLRN which is within the area of any of the London Boroughs set out in paragraph 7.4 above.</p>

ID	U&A ref id	To Whom	Subject	U&A Text (Summary)
Phase1_U&A.11837	2838_01	Transport for London	Exceptions to TRO powers	<p>*See Clause 1 for definitions*</p> <p>2.1 The Secretary of State will not exercise the TRO powers so as to affect –</p> <p>2.1.1 any bus lanes as they existed on 12 January 2017;</p> <p>2.1.2 any cycleways as they existed on 12 January 2017;</p> <p>2.1.3 the London Safer Lorry Scheme as it existed on 12 January 2017;</p> <p>2.1.4 any weight limits on a road as in force on 12 January 2017; and</p> <p>2.1.5 any speed limits on a road as in force on 12 January 2017.</p>
Phase1_U&A.11842	2838_02	Transport for London	Consultation on Environmental Effects	<p>*See Clause 1 for definitions*</p> <p>3.1 Before exercising any of the TRO powers the Secretary of State will consult Transport for London as to the anticipated environmental (including traffic and transport) effects arising from the proposed exercise of such a power.</p> <p>3.2 In relation to any consultation under this paragraph, Transport for London will be allowed a minimum of two months to consider and respond (subject to any longer period of time which may be specified in the Schedule (Traffic Regulation)).</p>
Phase1_U&A.11839	2838_05	Transport for London	Procedures for removal of vehicles	<p>*See Clause 1 for definitions*</p> <p>6.1 The Secretary of State will require the Nominated Undertaker to develop in consultation with the local highway authorities at the relevant TLG meetings the procedures to be adopted in exercising the powers to remove vehicles under paragraph 14 of the Schedule (Traffic Regulation).</p>

Appendix B

Proposed Traffic Management



1EW02 Enabling Works – Area South


The Dales Local Traffic Management Plan

Document number: 1EW02-CSJ-CL-PLN-S000-000010

Revision:

WP Reference:

MDL Reference:

Revision	Date	Author	Checked by	Approved by	Revision Details
	06.06.2018	Chris Evans	Adam Reeves	Sean Lang	
Signature-					

The Dales Local Traffic Management Plan

REVISION CHANGES, AUTHORISATION & ISSUE RECORD

Version	Date	Sections revised	Brief description of the revision	Prepared by	Checked by	Approved by	Reason for Issue	HS2 Acceptance Decal Code

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Figure 7.3 – Proposed Parking Bay Suspensions

Tables

Table 2.1 – Summary of stakeholder consultation

Appendices

Appendix A – Proposed Traffic Management

1 INTRODUCTION

1.1 This Local Traffic Management Plan (LTMP) sets out how the transport needs of the necessary works at the Carriageway Shed, Dales and Granby Terrace overbridge satellite compound, will be met in the context of the Enabling Works for High Speed 2 (HS2) under the High Speed Rail (London – West Midlands) Act 2017.

1.2 The contractor for this part of the HS2 enabling works is Costain / Skanska Joint Venture (CSJV).

1.3 The LTMP ensures compliance with the following documents:

- Code of Construction Practice;
- High Speed Two Phase One: Route-Wide Traffic Management Plan; and
- Local Environmental Management Plans.

1.4 This LTMP is set out as follows:

- Purpose / Scope of the LTMP;
- Operational LGV requirements;
- Proposed programme / working hours;
- Forecast LGV movements;
- LGV routing arrangements;
- Traffic Management Strategy;
- Stakeholder and community engagement; and
- Workforce transport.

2 PURPOSE / SCOPE OF THE LTMP

2.1 The purpose of the LTMP is to provide the stakeholders – London Borough of Camden and TfL with sufficient confidence that the HS2 Enabling Works at the work site area as described in this LTMP, can be delivered within a defined area of works in a safe and efficient manner for all road users. Importantly, the LTMP is a ‘live’ document which can be updated where required throughout the duration of this project.

2.2 The Scope of the LTMP relates to the constraints and opportunities for the operational logistics and workforce travel during the enabling works, in the context of highway safety. The scope includes:

- Routing arrangements for LGVs;
- Workforce on their travel to and from work;
- Temporary traffic management / highway mitigation measures;
- Protecting all road users, particularly vulnerable road users; and
- Maintaining access for the emergency & refuse services.

Consultation to Date

2.3 **Table 2.1** provides a summary of stakeholder and Traffic Liaison Group (TLG) consultation, to date.

Table 2.1 – Summary of stakeholder consultation

Name of Consultee / Stakeholder	Date(s) of Meeting
Camden Traffic Liaison Group	14 th March 2018
	11 th April 2018
	9 th May 2018
	6 th June 2018
Camden Community Traffic Working Group	11 th June 2018
Camden Officer/TfL Workshop to discuss lorry route options	27 th March 2018
	15 th May 2018

Code of Construction Practice

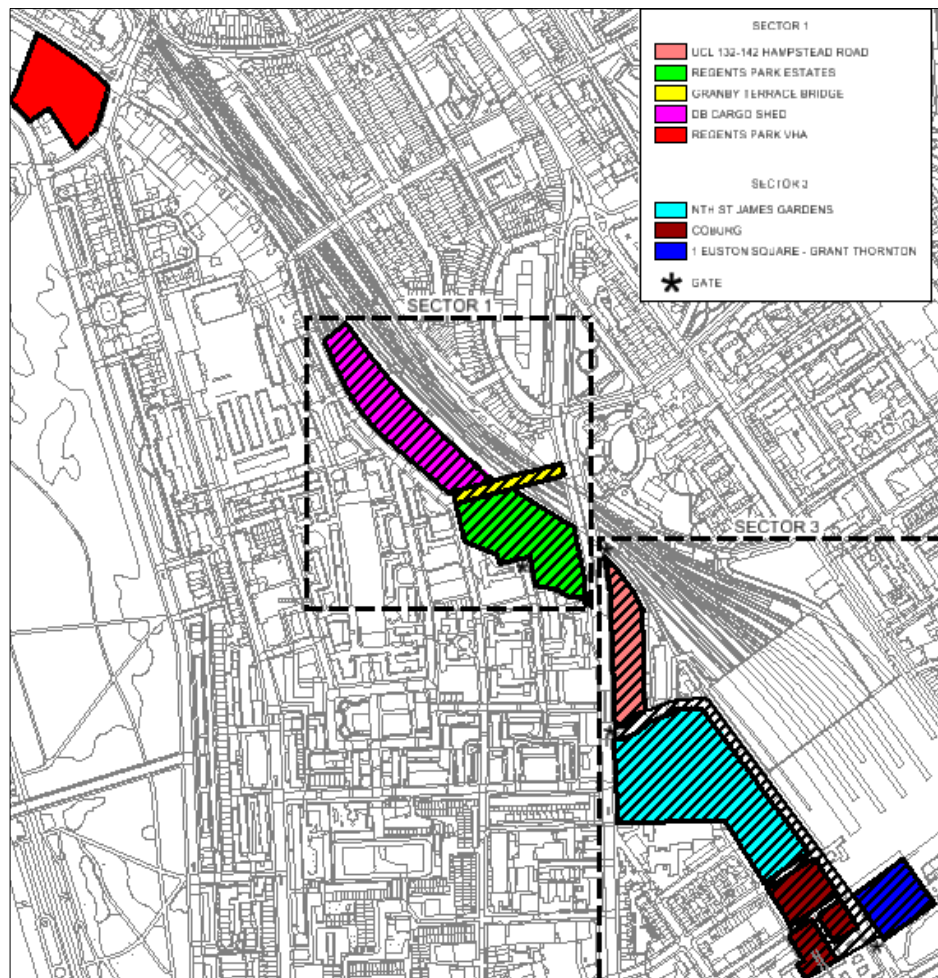
- 2.4 CJSV is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). The scope of the EMRs encompasses the High Speed 2 Code of Construction Practice (CoCP).

3 OPERATIONAL LGV REQUIREMENTS

Work Area

- 3.1 The site sits to the west of the mainline railway and includes the Regents Park Estates known as the 'Dales', the DB cargo shed and the Granary Terrace railway overbridge.
- 3.2 The main site access will be from the northern point of Harrington Street, on the southern boundary of the site.
- 3.3 Until such time as the railway-overbridge is removed, the Granby Terrace / Hampstead Road junction will be used primarily as a secondary site access for light commercial vehicles. The use of this junction for LGV movements will be minimised and restricted to left-in / left-out manoeuvres only.
- 3.4 **Figure 2.1** illustrates the 'Sector 1' enabling works area that is the subject of this LTMP.

Figure 2.1 – Enabling Works Area



4 PROPOSED PROGRAMME & WORKING HOURS

- 4.1 The programme for the proposed Enabling Works is between July 2018 and December 2019. Works will be undertaken between the hours of 08:00 - 18:00hrs Monday-Friday and 08:00 - 13:00 on Saturdays.
- 4.2 There will be a site establishment period prior to the enabling works beginning which will include plant mobilisation and site preparation. This will take approximately one month and is earmarked for 21st June 2018.
- 4.3 Following the completion of the enabling works construction period there will also be a month period, earmarked for January 2020, when site operations are disbanded and site plant is removed.

5 FORECAST LGV MOVEMENTS

5.1 The forecast LGV traffic movements associated with the demolition, site clearance, excavation, ground investigations, utility works / diversions and other associated activities with the Enabling Works at the above compound are as follows:

- Over the duration of the Enabling Works it is envisaged that the average number of LGV's per day will be 20 (40 combined in & out movements), based on a 10-hour working day (rounded up and includes both the inbound and outbound movements). This equates to approximately four LGV movements per hour;
- During the busiest times of activity, it is anticipated that there will be a maximum of 70 (combined in & out) LGV movements per day. The level of peak activity is expected to occur over a period of between 1-3 months;
- Importantly, the number of LGV movements associated with this part of the HS2 Enabling Works has been reduced through efficiency measures and the reuse of materials on site. The forecast reduction through these efficiencies / reuse of materials equates to some 2,800 two-way LGV movements.

6 LGV ROUTING ARRANGEMENTS

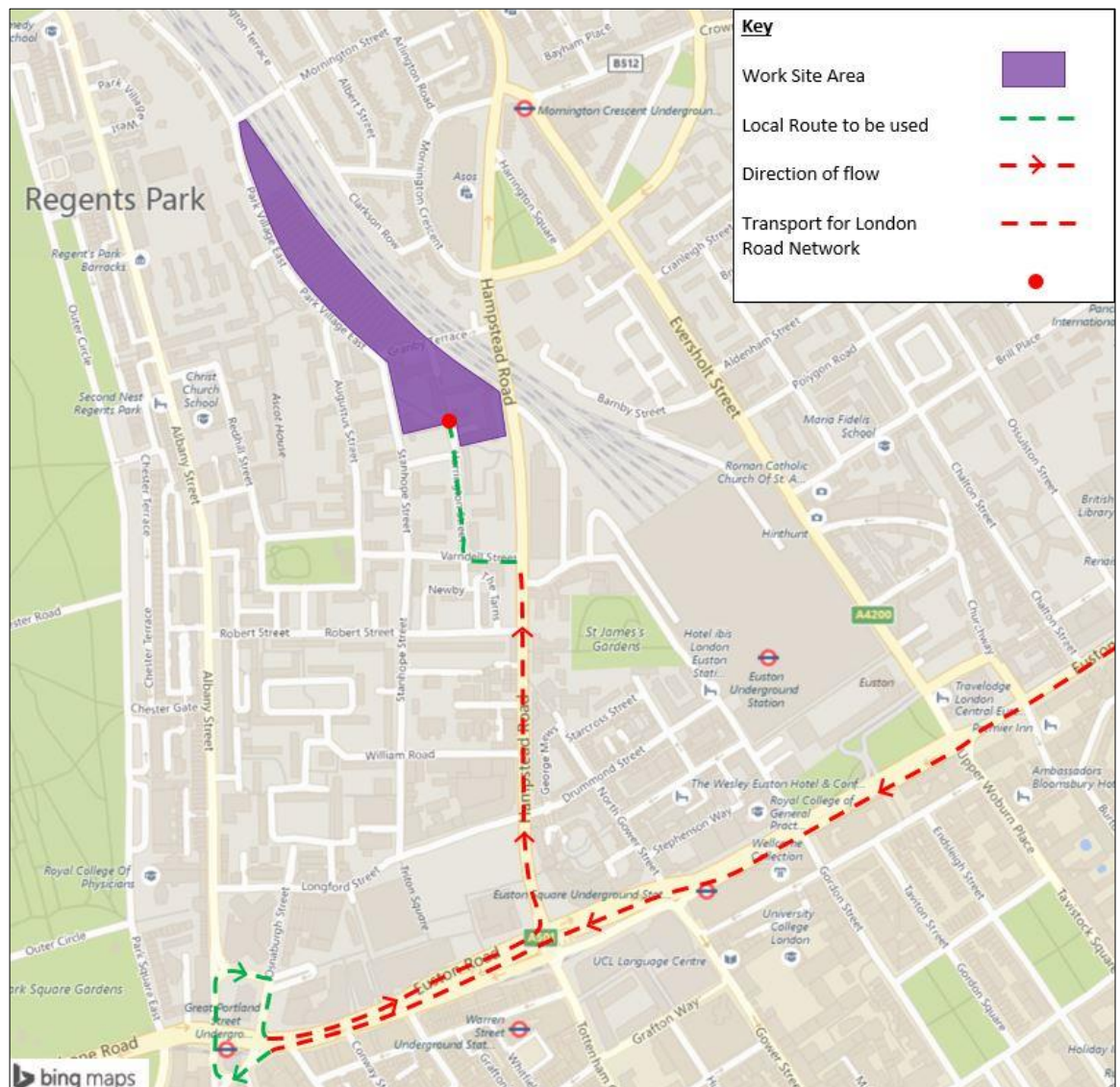
LGV Origin / Destination

6.1 The origin for LGV movements is the waste disposal site Westminster Waste Ltd, Maybank Wharf, Herringham Road, London, SE7 8NJ. This work site will be accessed via the Transport for London Road Network (TLRN) and the LGV routing agreements have been developed to achieve the quickest practical route between the work area and the TLRN.

LGV Route to the site

6.2 Following consultation, the access route to the site from Westminster Waste is illustrated in Figure 6.1.

Figure 6.1 – LGV route to the enabling works area



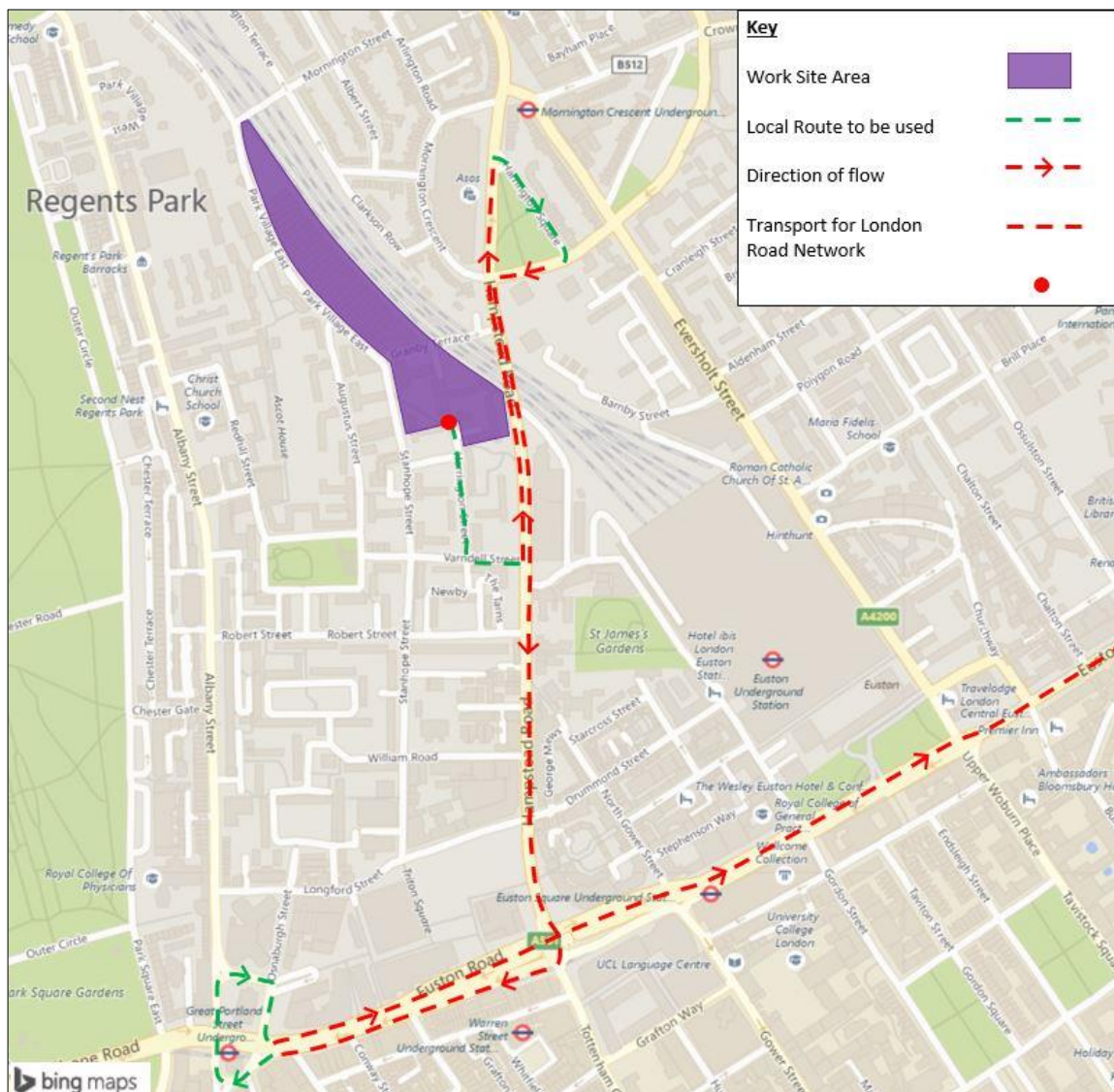
6.3 The LGV access route will be via the TLRN Euston Road (A501), the Great Portland Street gyratory, Albany Street, the Osnaburgh Terrace Loop, Euston Road (E), Hampstead Road (N), Varndell Street and Harrington Street.

6.4 This route has been chosen to avoid the Gower Street, Grafton Way Gyratory and associated emergency services relating to University College London Hospital.

LGV route from the site

6.5 The egress route from the site to Westminster Waste is illustrated in **Figure 6.2**.

Figure 6.2 – LGV route from the enabling works area



- 6.6 The LGV egress route will be via Harrington Street, Varndell Street, Hampstead Road (N), Harrington Square loop, Hampstead Road (S), Euston Road (W), Great Portland Street gyratory, Albany Street, the Osnaburgh Terrace loop, Euston Road (E), Westminster Waste.
- 6.7 This route has been chosen to avoid the right turn from Varndell Street to Hampstead Road South which is prohibited by an existing kerbed central island which forms part of the signal-controlled Cardington Street junction. The close proximity of this junction negates the ability to modify this junction and allow right turn exit manoeuvres for site traffic. As such construction traffic is routed around the Harrington Square loop.
- 6.8 In addition, there is a no left turn from Hampstead Road (S) to Euston Road (E) and therefore construction traffic is routed around the Osnaburgh Terrace Loop.
- 6.9 Furthermore, the use of Camden High Street as an exit from the site has been discounted as an option because of conflict with Cadent Gas Works and the additional length of journey required to the Westminster Waste site in east London.
- 6.10 Harrington Square will only accommodate LGV egress movements. Therefore, only half of all LGV traffic will travel along this section of highway. This equates to an average of 10 LGV's (20 combined in & out movements) and a peak of 35 LGV's (70 combined in & out movements) per 10-hour working day. Moreover, this is likely to mean an average of 2 and a peak of 4 LGV movements per working hour.

7 TRAFFIC MANAGEMENT STRATEGY

Proposed Highway Mitigation

7.1 In order to ensure that the highway safety is commensurate with the agreed LGV routes, a number of mitigation measures are proposed. Mitigation will require a combination of road closures, traffic management, parking bays suspension and ongoing consultation with the statutory consultees and emergency services and may require ongoing amendments should unforeseen issues arise.

7.2 The overall safety elements of the scheme will include:

- Pedestrian Segregation barrier and pedestrian diversions required at Hampstead Road / Varndell Street junction and along Varndell Street;
- Pedestrian barriers the length of Harrington Street with specific pedestrian crossing points;
- Temporary drop ramps;
- Strong wall barriers;
- Raise / lower barrier control at Varndell Street with Traffic Marshalls to operate them; and
- Safety bollards at the corner of Varndell / Harrington Street.

Route requirements / Traffic Management

7.3 The proposed traffic management measures are illustrated in **Appendix A**.

7.4 Specific traffic management requirements to facilitate the proposed works include:

- Temporary closure of part of Varndell Street between Hampstead Road and Harrington Street to general traffic although emergency vehicle access will be maintained. This will be controlled by two raise / lower barriers on Varndell Street which will be marshalled to manage vehicles in / out;
- To safely allow for construction vehicle access to the work area, access to Varndell Street from/to Hampstead Road will be available for HS2 vehicles only;

- Temporary Suspension of 32 parking bays and installation of double yellow lines on Harrington Street and Varndell Street so that parked cars do not prevent two-way working at all times;
- Pedestrian segregation barriers and pedestrian diversions will be required at Hampstead Rd / Varndell Street junctions; and
- Pedestrian barriers will be used along the entire length of Harrington Street with specific crossing points and safety bollards will be used at the corner of Varndell Street / Harrington Street.

7.5 The contractor’s control mechanism is shown in **Figures 7.1 & 7.2.**

Figure 7.1 – Control mechanism for vehicles accessing the enabling works area

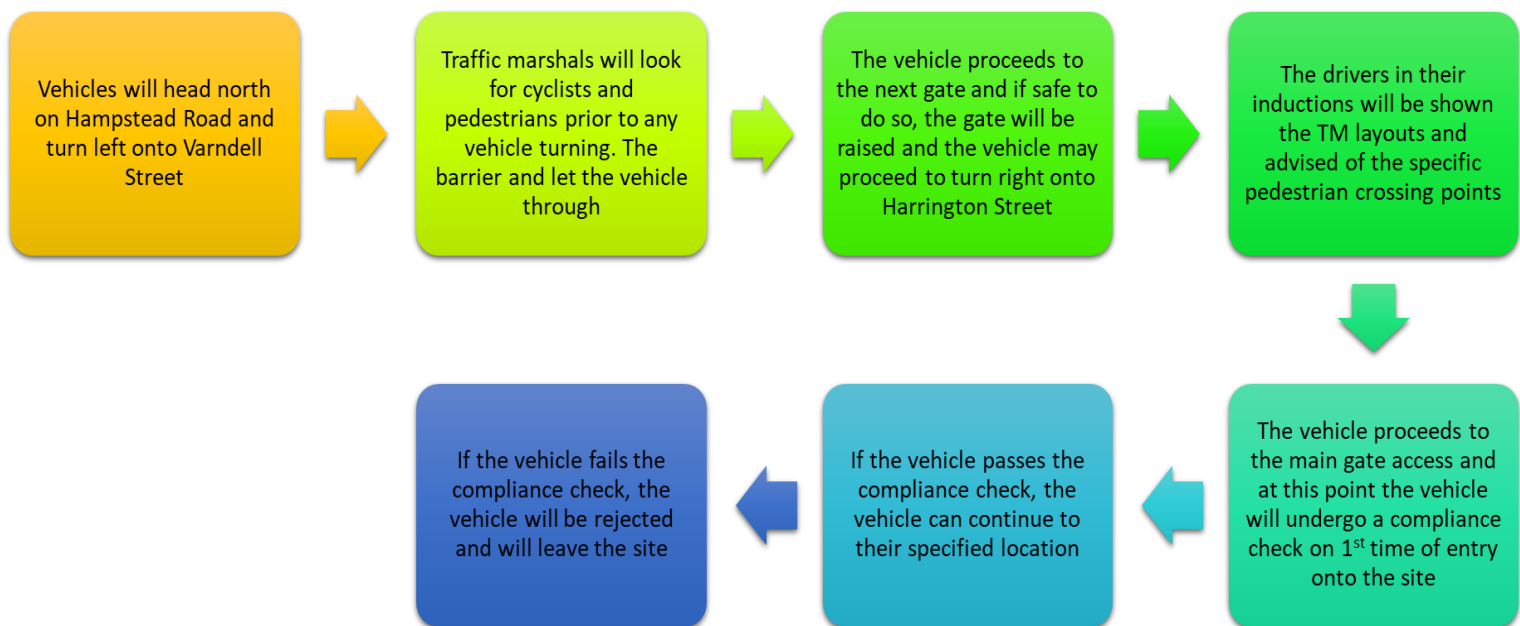
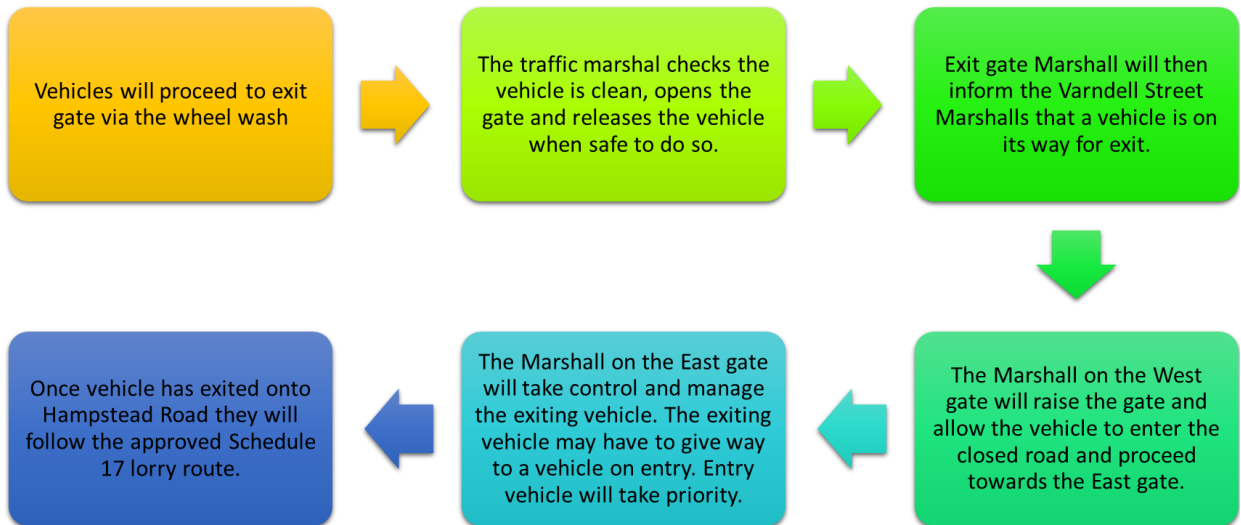


Figure 7.2 – Control mechanism for vehicles egressing the enabling works area



Parking Bay Suspensions

7.6 The proposal is to suspend 32 parking bays for the duration of the works, as illustrated in **Figure 7.3** (extract from the London Borough of Camden), and includes:

- 29 x Permit Holder Bays; and
- 3 x paid-for spaces.

Figure 7.3 – Proposed Parking Bay Suspensions



- 7.7 The suspended parking bays will be replaced elsewhere within the Controlled Parking Zone (CPZ) for the duration of the enabling works.

LGV Holding Areas

- 7.8 LGV holding areas on the local highway network / TLRN are not required and all scheduled LGV arrivals can be accommodated within the site.

Abnormal LGV's

- 7.9 Any abnormal LGV loads will be undertaken in line with the parameters and notice periods as set out in *Table 4.4* of the '*High Speed Two Phase One: Route-Wide Traffic Management Plan*'.

8 STAKEHOLDER AND COMMUNITY ENGAGEMENT

8.1 Throughout the construction programme CSJV will, if required, continue to engage with key stakeholders and review the LTMP to ensure highway safety is maintained for all users, local resident's inconvenience is minimised and emergency / service vehicle access is maintained.

8.2 Likely Stakeholders include:

- Camden Traffic Liaison Group;
- Camden Community Traffic Working Group;
- London Borough of Camden (education, highways & refuse collection);
- Transport for London;
- Network Rail / London Underground; and
- Emergency services (London Ambulance Service, London Fire Brigade, Metropolitan Police and British Transport Police).

Ongoing consultation

8.3 The contractor will provide a local register of construction traffic management undertakings and assurances, so that a single reference document can be referred to concerning the requirements for management of traffic at a local level.

8.4 In addition, the initial programme of temporary traffic management, will be continuously updated and shared with highway authorities and key stakeholders at TLG meetings.

9 WORKFORCE TRAVEL PLAN

- 9.1 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. This is one of the most sustainable locations in the UK and there are a plethora of transport options including rail, bus, tube, cycle, walk for the workforce to use for their daily journeys. For journey planning TFL website is recommended: <https://tfl.gov.uk/plan-a-journey/>.
- 9.2 Parking within the compound is not permitted. Parking controls are in place on surrounding streets to prevent commuter parking.

Appendix A

Proposed Traffic Management

Additional Information:
 All drawings are compliant with
 Safety at Street Works and Road Works
 A Code of Practice

- Drawing Keys:
- KEY**
- Traffic sign
 - Traffic cone
 - Traffic signals to Diagram 3000.1
 - Working Space
 - Safety Zone
 - Pedestrian Barrier
 - 450mm No waiting cone
 - Pedestrian Route
 - Saftey Bell
 - Raise/Lower Barrier

SAFETY ZONE DIMENSIONS (S)
 Permanent speed limit 30mph or less
 Sideways safety zone 0.5m
 Longways safety zone 0.5m
 (Dimensions are minima)

Client: **CSJV**

Type of works: **Road Closure STOP UP**

Title of Scheme/Project: **HS2**

Name of drawing: **Varndell Street jw Harrington Street Camden**

Speed limit of road: **20**

Drawing Number: **AL063 SU**

Date Drawn: 10/05/2018	Date Checked: 10/05/2018	Date Approved: 10/05/2018
Drawn by: Jeff Cornwell	Checked by: Paul Crerand	Approved by: Simon Camm

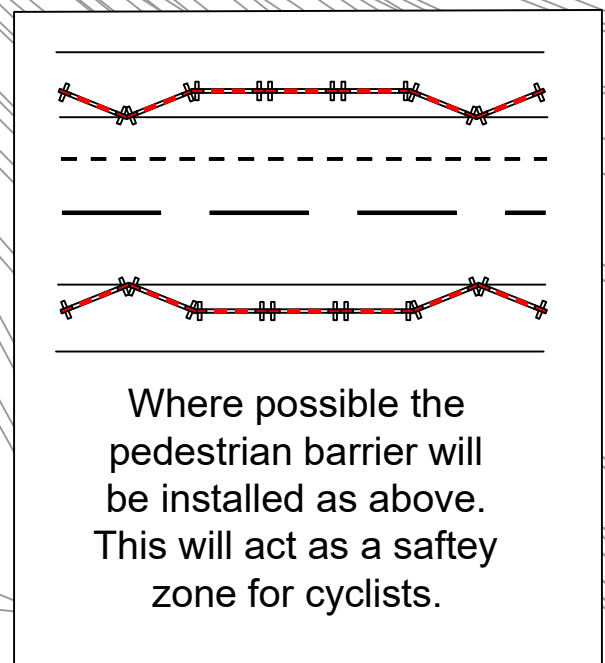
Current revision: 2

See previous revisions below.

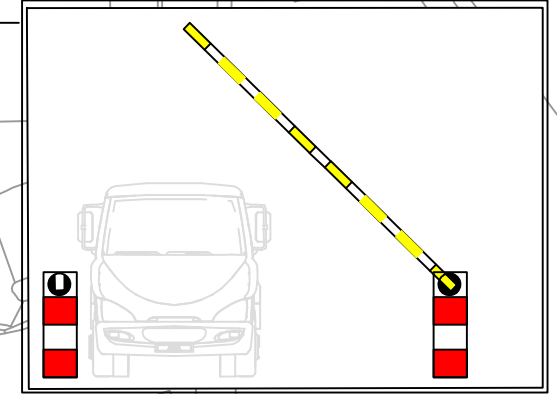
Rev	Details	Date
1	Stop Up	01/05/2018
2	Stop Up	10/05/2018

Original Drawing size: A3 Scale: NTS

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Manned Raise/Lower barrier for site traffic only.



Pedestrian footways affected by CH8 signage will maintain a walkway of 1.2 metres minimum. Cones will be used with any signage that is placed in the carriageway and all signs will be suitably weighted.

Pedestrian walkway to be a minimum of 1.2 m

Sign to be located prior to Robert Street

B Saftey bells to be installed on the corners of Harrington Street to protect pedestrians from site vehicles turning in and out of Harrington Street.

