

Carriageway Shed, Park Village East and Granby Terrace Overbridge Satellite Compound

Schedule 17 Lorry Routes request for approval

Post-Submission Issue & Response Matrix

Issue Raised	Response
Consultation – nothing from HS2 or Camden	<p>HS2 and CSJV have engaged with consultees and community groups in the lead-up to making the submission. It is for Camden to comment on the level of consultation /notification with residents following submission of the proposals. However, please note that engagement has been undertaken with schools in the area and the traffic management proposals, as contained in the Local Traffic Management Plan, provide traffic management proposals which we consider will ensure the safety of children and other vulnerable road users.</p> <p>Details of consultation undertaken with key stakeholders is detailed under Appendix A of the Written Statement (submitted for information).</p>
It is unsuitable for lorries to use residential streets	The scope of the lorry routes submitted to LB Camden for consideration include roads that have already been assessed under the Environmental Statement process
Tight turns	Traffic management proposals have been produced having regard to the geometry of any turning manoeuvres that vehicles will need to make. Such traffic management proposals will be assessed by LBC in respect of any Schedule 4 submission and are presented as part of

	<p>the LTMP. If you have any particular turns that are causing concern then please do volunteer the exact details and we will provide further comment.</p>
<p>The Environmental Statement described a much lower usage level, and so no mitigation was offered to residents contrary to what was agreed at Select Committee. Lorry numbers were provided at a street level so HS2 should be held to these now.</p>	<p>We respectfully disagree with this conclusion. The LTMP states that the flows will be an average of 40 movements per day, with a peak of 70 movements per day. These flows are well within the range of peak flows (260-280 for Granby Bridge satellite compound) set out in the Parliamentary Select Committee exhibits.</p>
<p>Circular traffic up and down Hampstead Road and Euston Road will double the number of lorries using the local network compared with figures presented to parliament.</p>	<p>The roads applied for were selected following a detailed set of workshops with LB Camden and other stakeholders that were designed to choose an option that minimised disruption to residents.</p>
<p>Identified within the HS2 bill as a minor construction route, the proposal will transform it into a major route with the possibility of up to 70 HGV per day.</p>	<p>The scope of the lorry routes submitted to LB Camden for consideration include roads that have already been assessed under the Environmental Statement process. The scope of roads that we are proposing to use is within these parameters. HS2 are not therefore introducing new, unexplored proposals for consideration before Camden. In fact, the proposals currently before Camden (average of 40 per day, with a peak of 70 movements per day) are well within the range of peak flows (260-280 movements per day) for Granby Terrace Satellite Compound as set out in the Parliamentary Select Committee exhibits.</p>
<p>The proposals are contrary to what was agreed at Select Committee.</p>	<p>Correct, insofar as the proposals are <u>lower</u> than the levels predicted at Select Committee stage. The LTMP states that the flows will be an average of 40 movements per day, with a peak of 70 movements per day. These flows are well within the range of peak flows (260-280 for Granby Bridge satellite compound) set out in the Parliamentary Select Committee exhibits.</p>

<p>Currently, Harrington Street has no HGV traffic and barely any regular traffic so that the proposed route creates an extraordinary increase in traffic volume.</p>	<p>Harrington Street was identified as a possible lorry route and assessed accordingly under the Environmental Statement. HS2 are not therefore introducing new, unexplored proposals for consideration before Camden. Indeed, the predicted LGV movements per day associated with the worksite are significantly lower than the figures assumed during the Environmental Impact Assessment. Furthermore, the lorry routes proposals include the use of Granby Terrace and this connection to Hampstead Road will be fully utilised up until the Granby Terrace Bridge works take place. This will serve to further reduce the predicted lorry numbers that use Harrington Street/Varndell Street.</p> <p>Please also note that as these streets were assessed under the Environmental Statement, they could be used up to a threshold of 24 movements per day in association with the worksite without requiring Schedule 17 approval.</p>
<p>All this unnecessary circular traffic up and down Hampstead Road and Euston Road will double the number of lorries using the local network compared with figures presented to parliament.</p>	<p>We respectfully disagree with this conclusion. The LTMP states that the flows will be an average of 40 movements per day, with a peak of 70 movements per day. These flows are well within the range of peak flows (260-280 for Granby Bridge satellite compound) set out in the Parliamentary Select Committee exhibits.</p>
<p>I object to the use of residential roads that were not identified for this level of use in the ES/SES being proposed as major construction routes in this LTMP.</p>	<p>The scope of the lorry routes submitted to LB Camden for consideration include roads that have already been assessed under the Environmental Statement process. The scope of roads that we are proposing to use is within these parameters and is in fact much reduced. HS2 are not therefore introducing new, unexplored proposals for consideration before Camden. In fact, the proposals currently before Camden (average of 40 per day, with a peak of 70 movements per day) are well within the range of peak flows (260-</p>

	<p>280 movements per day) for Granby Terrace Satellite Compound as set out in the Parliamentary Select Committee exhibits.</p> <p>The roads applied for were selected following a detailed set of workshops with LB Camden and other stakeholders that were designed to choose an option that minimised disruption to residents.</p>
<p>Displacement of parking vehicles – where will residents park?</p> <p>HS2 are proposing to paint double yellow lines on the road, stopping all the residents parking outside their homes for well over a year.</p> <p>Will this further impact residents’ parking on what will already be a congested estate due to loss of spaces where demolition work will take place?</p>	<p>There will be a loss of parking spaces, primarily along Harrington Street, should Schedule 4 approval be granted. Traffic management proposals associated with the removal of car parking are assessed under this process and I would advise that any representations are made to LB Camden officers through this process as it is not a matter which is directly regulated under a Schedule 17 lorry route approval.</p> <p>CSJV have identified that x32 parking spaces will be required to permit the safe and efficient operation of the proposed lorry route serving the satellite compound in Regent’s Park Estate.</p> <p>A total of x8 parking spaces are required at the north of Harrington Street from the Vacant Possession date (currently expected to be Friday 21st September 2018) for the duration of the works, until approximately January 2020. The parking spaces are required to permit establishment of site hoarding and utilities works. The remaining parking spaces identified along Harrington Street (x18) and Varndell Street (x6) will only be required from approximately 6-8 weeks after the Vacant Possession date (November 2018) and not until the Schedule 17 submission has been granted approval by London Borough of Camden. The parking spaces will be required to facilitate safe 2-way traffic along Harrington Street and Varndell Street and will remain in place until January 2020.</p>

	<p>Discussions have been ongoing with London Borough of Camden as to parking space requirements. These include efforts to support point 6.4.178 (Volume 5 Appendix – Transport Assessment – TR-001-000 – London Assessment (CFA1) “(I)n order to mitigate against parking suspensions, bays will, where possible, be re-provided to make up for any shortfall in availability that may arise from the parking suspensions.”</p> <p>Site visits have taken place with London Borough of Camden representatives to identify opportunities for replacement parking and these discussions are continuing.</p>
<p>Granby Terrace should be used by construction traffic to reach the TLRN</p>	<p>I stress that Granby Terrace is included in the scope of the proposed lorry routes. This route between the worksite and the TLRN (Hampstead Road) will be used as much as practically possible between the commencement of works requiring the lorry route approval and the works to Granby Terrace Bridge itself. Once these bridge works are underway, Granby Terrace cannot be used. Use of Granby Terrace will help to reduce the LGV volumes using Harrington Street and Varndell Street to connect to Hampstead Road, but it must be emphasised that the use of Harrington Street was set out as a possible lorry route and assessed in the Environmental Statement.</p>
<p>Where it is impossible to use Granby terrace for HGV transit we argue strenuously that a purpose-built dedicated haul slip road be constructed from the construction site to Hampstead Road across the soon to be redundant Hampstead Road Open Space. This would be in line with basic logistic planning for major construction projects.</p>	<p>CSJV as enabling works contractor will not be pursuing a haul route connecting from the worksite to Hampstead Road.</p>
<p>A purpose-built haul road could and should be constructed from Granby Terrace Bridge on a north-west/south-east diagonal to meet Hampstead Road with the junction approximately at the current site</p>	<p>The Vacant Possession date has been delayed by approximately 8 months from January 2018 until Friday 21st September, but CSJV’s required handover date to HS2’s Main Works Contractor (SCS) remains the same milestone date. This has significantly compressed the demolition programme, which means that simultaneous soft-</p>

<p>of the Hampstead Road Open Space. A clear date should be determined as early as possible by which time a suitable haul road as discussed will be completed.</p>	<p>strip of the buildings, followed by collective demolition, rather than each building block being individually removed, has removed any opportunity of constructing a haul road from Hampstead Road.</p> <p>In any case, TfL support would be required for such proposals and our understanding that this has the potential to be a lengthy process (discussions with TfL estimate this to be 10-18 months), which will by itself will be prohibitive for the project programme. It is not possible to reprogramme any of the associated enabling works to allow for such a delay.</p> <p>A haul route onto Hampstead Road would require full signalisation, also requiring further integration with other nearby signalised junctions and crossings. This would require significant traffic modelling and signals design with unacceptable programme and cost implications. These works would also necessitate impacts to the northbound TfL bus lane and to utilities within the footways for any pavement crossovers.</p> <p>However, CSJV and HS2 will continue to keep the haul route open for review should circumstances change.</p> <p>I'd stress that this stance is specific to the enabling works contractor - it would be for the main works contractor to examine whether such a haul route could be considered in association with their own scope of works.</p>
<p>This site can be serviced by Granby Terrace leading to Hampstead Road only. There will be no more residents living along there – It leads onto a main London artery road and able to turn both ways</p>	<p>Granby Terrace is included in the scope of the proposed lorry routes. This route between the worksite and the TLRN (Hampstead Road) will be used as much as practically possible between the commencement of works requiring the lorry route approval and the</p>

<p>onto Hampstead Road – or build another entrance to the site from where Silverdale currently is leading straight onto Hampstead Road.</p>	<p>works to Granby Terrace Bridge itself. Once these bridge works are underway, Granby Terrace cannot be used.</p>
<p>I believe current junctions on Hampstead Road should be altered to allow right turns (to head south) rather than needing to use Harrington Square to do this.</p>	<p>In respect of the potential for a right turn out of Varndell Street and onto Hampstead Road, TfL have indicated that the process will take between 10 and 18 months to secure the necessary approval. This cannot be considered any further due to project programme constraints.</p>
<p>Instead of creating extra pollution by driving up around Harrington Square in order to go south, a right-hand turn needs to be created out of the site into Hampstead Road.</p>	<p>Granby Terrace is included in the scope of the proposed lorry routes. This route between the worksite and the TLRN (Hampstead Road), including a right-hand turn, will be used as much as practically possible between the commencement of works requiring the lorry route approval and the works to Granby Terrace Bridge itself. Once these bridge works are underway, Granby Terrace cannot be used.</p>
<p>Regents Park Estate TRA obtained an assurance that Granby Terrace would be examined for use at every opportunity and no evidence has been supplied that this assurance is being delivered.</p>	<p>It is correct that an Undertaking & Assurance exists in respect of the use of Granby Terrace but that it applies “after the provision of the replacement Granby Terrace Bridge”. The full assurance is repeated below:-</p> <p><i>'replacement Granby Terrace Bridge' means the bridge to be provided in replacement for the existing Granby Terrace Bridge, NW1 as part of Work No. 1/13 in Schedule 1 of the Bill and authorised by the Bill.</i></p> <p><i>'Works' means the constriction of the works authorised by the Bill in the Euston area.</i></p> <p><i>'The Promoter will require the nominated undertaker to consider as part of detailed design whether, following the opening of Granby Terrace, NW1 to HS2 construction traffic after the provision of the replacement Granby Terrace Bridge, Granby Terrace, NW1 could be used for two way HS2 construction traffic with the aim of seeking to reduce so far as reasonably practicable the HS2 construction traffic on Stanhope Street during the Works, subject to any safety requirements and obtaining any relevant consents and so long as doing so would not prejudice the</i></p>

	<i>safe, timely and economic delivery of Phase One of HS2 or give rise to any new or different significant environmental effects from those reported in the Environmental Statement deposited with the Bill.'</i>
The demolition firm can find a suitable way of getting all waste materials to the Granby Terrace part of the building site.	Granby Terrace can only be used as a lorry route up until the bridge works commence (anticipated to be between 3 and 5 months after vacant possession date). It will be utilised until this time. Thereafter, it will be necessary to make use of Harrington Street and Varndell Street to obtain access onto Hampstead Road. A haul route cannot be considered for practical and programme reasons (see earlier response)
Are they fully utilising the train tracks for disposing of waste?	This matter has been covered separately by HS2. In short, Materials By Rail will not be available during the enabling works stage. If this was to change then we would discuss matters further with LBC officers.
The proposed route is not the shortest route available since vehicles will 'tour the area' adding approximately 2km to each journey before finally passing Euston Square Tube Station heading east out of the area.	HS2 remain committed to examining ways in which LGVs can reach the TLRN as soon as possible, but in a manner which is practical, safe and deliverable. The term "as soon as possible" may not necessarily be interpreted as representing the quickest option, but the route is subject to the views and approval of the highway authority under Schedule 17 of the HS2 Phase 1 Act, where there are forecast to be more than 24 LGV movement per day to/from a site.
CSJV should be required to share compound entrance/exits with SCS to minimise the use of quiet residential roads and should be required to reschedule/re-programme their work to enable a haul route to be used instead.	The proposals relate to lorry routes in respect of enabling works activities. They do not cover any main works activities thereafter and it would be for that contractor to seek separate lorry route approval, presenting details in respect of the predicted LGV volumes in that submission. It is important that this distinction is made and understood to avoid confusion. Moreover, the position of any entrance/exit points from worksites are not controlled by Schedule 17 lorry route approval – this would

	<p>be the subject of a Section 4 approval if required. This matter is clearly stated in the submitted written statement (for information).</p> <p>It is for the main works contractor to comment on whether a haul route would be considered as part of their own lorry route submissions, but it is not proposed by enabling works for practical and programming reasons (see earlier response on this matter).</p>
Residents will be in between noise from demolition works to the north of the buildings and Harrington Street – a lorry run.	A programme of noise mitigation for qualifying properties is currently taking place. Notwithstanding this, noise is to be restricted to a level of 75Db, and this will be undertaken through the use of quiet demolition techniques. For example, munchers and pulverisers will be used instead of peckers.
Further pollution for residents of Harrington Street	Your concerns about pollution associated with the proposals are noted. However, I would stress that predicted LGV movements per day associated with the worksite are significantly lower than the figures assumed during the Environmental Impact Assessment. As the predicted level of lorry movements is below the parameters predicted in the Environmental Statement, it is not necessary to undertake any further environmental assessment of the proposals.
Approximately 400 homes are impacted (around 750 persons) all with direct access on to the route proposed.	<p>Traffic management proposals have been prepared to ensure that safety of road users (including pedestrians) is maintained. Please refer to the submitted LTMP for further details. Such traffic management proposals will be scrutinised by Camden as part of any relevant Schedule 4 submission(s).</p> <p>The roads applied for were selected following a detailed set of workshops with LB Camden and other stakeholders that were designed to choose an option that minimised disruption to residents.</p>
Health is put at risk by HS2's proposed lorry route	The scope of lorry routes is within the parameters for assessment as presented under the Environmental Statement. This process
Vibration of lorries going down roads (have they done any testing?)	

	<p>undertook all necessary technical and environmental assessments and it is stressed that the predicted LGV volumes for these proposals are significantly lower than what was predicted by the environmental statement and at Parliamentary Select Committee.</p>
<p>Use of Harrington Street and Varndell Street should not be permitted until such times as surveys are carried out and available to the public that can provide reassurance that no structural damage will result from the passage of proposed HGV traffic on road or adjacent properties.</p>	<p>Harrington Street and Varndell Street were assessed under the Environmental Statement. And as the proposed LGV volumes are significantly lower than the predicted volumes for this worksite, there is no obligation to undertake additional environmental assessments. Moreover, the works will be undertaken in accordance with the Environmental Minimum Requirements which serve to ensure that impacts do not exceed those which have already been recorded as part of the overall assessment. The HS2 Code of Construction Practice forms part of the EMR regime and serves to provide clear guidelines for all construction (including demolition and site clearance) works.</p>
<p>There are no safe crossings across Harrington Street or on the north side of Stanhope Street.</p>	<p>Regarding safe crossings, the Local Traffic Management Plan for The Dales area includes detailed Traffic Management measures including the provision of crossing points along Harrington Street. Stanhope Street is not proposed as a lorry route under this submission to Camden and as such no traffic management is deemed necessary.</p>
<p>There is no suitable / safe crossing for children or older residents getting across Harrington Street, this also applies to the northern part of Stanhope Street for those residents wanting to get to the shops on Stanhope parade.</p>	
<p>Approve with strict provisions regarding speed limits for the lorries (pollution)</p>	<p>In relation to the suggestion of a self-imposed 10mph speed limit, we have discussed the issues which this would raise with the Community Traffic Working Group. It would not be possible to ensure that every driver travelling to and from a worksite would be informed that such a voluntary local limit were in place. It is not possible to sign streets with different speed limits for different classes of vehicles. We consider that a limit on HS2 vehicles regularly accessing worksites in the estate area could create unintended consequences such as creating an unsafe conflict scenario where general traffic in a 20mph</p>
<p>Will there be a strict speed limit imposed onto the lorries and would they have a system in place to check so being adhered to?</p>	

	<p>street, including some cyclists, seek to overtake slower moving HS2 lorries. Even if we provided some form of advisory signing, we could be leading to the prosecution of drivers for driving too slowly.</p> <p>We have recommended that, if the Community considers this measure to be appropriate, then it would have to be applied to all vehicles. The London Borough of Camden therefore needs to write to the Secretary of State for Transport seeking approval for a Traffic Regulation Order for a speed limit, lower than 30mph which is not a 20mph limit and presumably that they would need to have the support of the Metropolitan Police to provide appropriate enforcement.</p>
<p>The weight on roads from vehicles causes damage to roads and houses</p>	<p>Regarding the structural integrity of roads, the potential for damage to highways is dealt with in the HS2 Phase 1 Route-wide Traffic Management Plans. All pavement structures are being reviewed along the assumed lorry routes for B classification and below. Further surveys will be undertaken once a route is no longer required to be used as a lorry route.</p>
<p>HS2 resurface the roads at their cost and not Camden's</p>	
<p>There is no reference to studies assessing the potential negative impacts on the structural integrity of roadways and adjacent homes</p>	
<p>Strict hours to be adhered to for these lorries to drive through the estate</p>	<p>Vehicles movement will be restricted to HS2 core hours of work.</p>
<p>Will there be strict hours to be adhered to for these lorries driving through the estate?</p>	
<p>Wherever vehicles have to use roads with speed humps there must be a condition to the planning application to ensure that speeds are restricted to a level where no additional noise and vibration is caused when going over the humps, or alternatively these should be removed, and cameras used in lieu to ensure speed restrictions are enforced.</p>	<p>Please see above for a detailed response in respect of the 10mph limit.</p>