

HS2

High Speed Rail (London – West Midlands) Act 2017

High Speed Two (HS2) Ltd

London borough of Camden

Euston Approaches and Adelaide Road Worksites

Schedule 17 Lorry Route Approval
Written Statement for Information

Consent Register Ref No: LBC.S121.LR.01

Document Reference: 1MC03-SCJ-IN-SCH-S001-000014_C01

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Abbreviations and Definitions

Busy Periods – the average daily forecast LGV trips (two-way) that exceed 50% of the 'Peak Month' of construction activity

CoCP – Code of Construction Practice

CTWG – Community Traffic Working Group

ECRG – Euston Community Residents Group

EIDP - Euston Integrated Programme Board

EMR – Environmental Minimum Requirements, which sets out the controls on how the project will be delivered, including the Environmental Statement, the Code of Construction Practice, the Undertakings and Assurances and the Route-wide Traffic Management Plan.

ES – High Speed 2 Environment Statement

EWC – Early Works Contractor

GPCN – General Principle Compliance Note

Haul road – a haul route is a vehicle route which will generally run alongside the trace of the HS2 railway which will be used by construction traffic to move from a construction access point to a remote welfare facility or worksite.

Haul route crossing – the crossing of a haul route across a highway.

HS2 – High Speed 2 Phase 1

Key stakeholders – highway authorities, emergency services and public transport operators

Large Goods Vehicles (LGVs) - goods vehicles exceeding 7.5 tonnes in gross weight

LLAU – Limits of Land to be Acquired or Used, used to show additional limits for other works (i.e. ancillary works such as the provision of environmental mitigation) as well as the limits of land required in connection with the construction and future maintenance of the project.

LOD – Limits of Deviation, used to show the limits within which the scheduled works, as listed in Schedule 1 of the High Speed Rail [London - West Midlands] Act 2017, may be constructed, to provide allowances for contingencies, working spaces and similar factors.

Lorry Routes – The routes to be used by large goods vehicles agreed in accordance with Paragraph 6 of Schedule 17 to the High Speed Rail [London - West Midlands] Act 2017.

LTMP – Local Traffic Management Plan

MBR – Materials by Rail

NRSWA – New Roads and Street Works Act 1991

Peak Month – The average daily forecast LGV trips (two-way) during the peak month of construction activity

Peak AM – 08:00-09:00

Peak PM – 17:00-18:00

PVE – Park Village East

PROW – Public Right of Way

RPE – Regents Park Estate

ROMIS – Route Management, Improvement and Safety Plan

RTMP – Route-wide Traffic Management Plan

Schedule 4 – Schedule 4 of the High Speed Rail [London - West Midlands] Act 2017

Schedule 17 – Schedule 17 of the High Speed Rail [London - West Midlands] Act 2017

Schedule 33 part 1 – Schedule 33 of the High Speed Rail [London - West Midlands] Act 2017

SRN – Strategic Road Network - roads which are Motorways and Trunk Roads managed by the Highways England.

Stakeholders – Local Authorities, community/business/user groups and or the local community, including residents and businesses

TfL – Transport for London

TLG – local Traffic Liaison Group

TLRN – Transport for London Road Network

TMA – Traffic Management Act 2004

TRO – Traffic Regulations Order

U&As – Undertakings and Assurances

VHA – Vehicle Holding Area, also known as Lorry Holding Area within some other HS2 documentation.

VMS – Vehicle Management System

Worksite – an area wholly under the control and management of the Principal Contractor and may include a part (or whole width) of a highway

1 Introduction

1.1 Background Information

Table 1: Schedule 17 Address Details and Description of Works

Site	Details
Scheme	High Speed Two
Applicant	High Speed Two (HS2) Limited
Applicant Address	<i>c/o Agent:</i> Skanska Costain Strabag Joint Venture Third Floor, Victoria House, 37 – 63 Southampton Row London, WC1B 4DA
Worksite Addresses	The 2no. two main worksites 1. Euston Approaches Worksite Grid Ref: from TQ291831 (easting 529139 northing 183110) to TQ287834 (easting 528716 northing 183482) 2. Adelaide Road Worksite Grid Ref: TQ276843 (easting 527663 northing 184337)
Description	Submission under Schedule 17 (6) to the High Speed Rail (London-West Midlands) Act for approval of lorry routes (conditions relating to road transport) between the worksites highlighted above and the Special/Trunk Road Network, in association with main works activities

1.2 Terms of Reference

- 1.2.1 This Written Statement is compiled in accordance with the High Speed Two (HS2) Phase 1 Planning Memorandum and Planning Forum Notes (PFNs) as required by the planning regime established under Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017.
- 1.2.2 This statement provides London Borough of Camden as the Local Planning Authority (LPA) with information to assist with the determination of the road transport arrangements submission under Schedule 17, in relation to the above description of works.
- 1.2.3 The information in this Written Statement is provided for information to assist in determining the request for approval. It is not for approval.

1.3 Introduction to High Speed 2

- 1.3.1 HS2 is a new high speed railway network that will connect major cities in Britain. It will bring significant benefits for inter-urban rail travellers through increased capacity and improved connectivity between London, the Midlands and the North. It will release capacity on the existing rail network and so provide opportunities to improve existing commuter, regional passenger and freight services.
- 1.3.2 Phase One of HS2 will provide a dedicated high speed rail service between London, Birmingham and the West Midlands. It will extend for approximately 230km (143 miles). Just north of Lichfield, high speed trains will join the West Coast Main Line for journeys to and from Manchester, the North West and Scotland.
- 1.3.3 For further information on HS2 and the route through London Borough of Camden please refer to the Planning Context Report for London Borough of Camden, deposited with the Council by HS2 Ltd.

1.4 High Speed Rail (London – West Midlands) Act 2017

- 1.4.1 The High Speed Rail (London – West Midlands) Act 2017 ('the Act') provides powers for the construction and operation of Phase 1 of High Speed Two. HS2 Ltd is the nominated undertaker in relation to the works subject to this road transport arrangements submission. SCS JV will carry out the works.
- 1.4.2 Section 20 to the Act grants deemed planning permission for the works authorised by it, subject to the conditions set out in Schedule 17. Schedule 17 includes conditions requiring the following matters to be approved or agreed by the relevant LPA.
 - Construction arrangements (including large goods vehicle routes);
 - Plans and specifications;
 - Bringing into use requests; and
 - Site restoration schemes.

- 1.4.3 This is therefore a different planning regime to that which usually applies in England (i.e. the Town and Country Planning Act) and is different in terms of the nature of submissions and the issues that the LPAs can have regard to, in determining requests for approval.
- 1.4.4 Schedule 17 of the Act sets out the grounds on which the LPA may impose conditions on approvals or refuse requests for approval. Under the terms of the Act, the LPA needs to agree planning conditions for lorry route approvals with HS2 Ltd and cannot impose conditions which seek to modify or replicate controls already in place under the Environmental Minimum Requirements (described in Section 1.5), because those controls will have been considered necessary or sufficient by Parliament when it approved deemed planning permission for the railway under the HS2 Act¹.
- 1.4.5 The works to which this application relates, and the cumulative impact of the works in conjunction with other HS2 development, have been assessed and are compliant with paragraph 1.1.3 (bullet point 2) of the HS2 Phase 1 Environmental Minimum Requirements General Principles.
- 1.4.6 This Written Statement includes information supporting the road transport arrangements submission in relation to the matters outlined in Table 2 below.

Table 2: Schedule 17 Lorry route approval Submission Details

Site	Details
Lorry route approval (conditions relating to road transport)	Large goods vehicles routing to and from the following worksites within London Borough of Camden: <ol style="list-style-type: none">Euston Approaches WorksiteAdelaide Road Worksite

1.5 High Speed Two: Environmental Minimum Requirements

- 1.5.1 The Environmental Statement (ES) is an assessment of the likely significant environmental effects of the proposed HS2 railway and the proposals to avoid, reduce or remedy these likely significant environmental effects.
- 1.5.2 HS2 Ltd as the nominated undertaker is contractually bound to comply with the controls set out in the Environmental Minimum Requirements (EMRs). These controls along with the powers contained in the High Speed Rail (London - West Midlands) Act and the Undertakings and Assurances will ensure that impacts which have been assessed in the ES will not be exceeded.
- 1.5.3 The EMRs comprise the following suite of documents:
- Code of Construction Practice (CoCP)
 - Planning Memorandum
 - Heritage Memorandum
 - Environmental Memorandum
 - Undertakings and Assurances

¹ Para 10(3) Schedule 17 Statutory Guidance

1.6 Structure of Written Statement

This Written Statement is structured as follows:

Section 2 contains the scope of this submission and clarifies what is submitted for approval and information. A description of the location and main characteristics of each worksite is provided in **Section 3**; this also includes the expected number and timing of LGV movements associated with each worksite within London Borough of Camden

Section 4 sets out the engagement that has been undertaken.

Section 5 sets out the justification for the routes and other relevant information

Section 6 contains a high-level programme for the works

Section 7 identifies any other main consents, and / or known forthcoming consents associated with the works.

2 Lorry Routes for Approval

2.1 Description of Lorry Routes for Approval

2.1.1 Approval is sought in respect of the arrangements for movements of large goods vehicles (LGVs) to and from the worksites as identified in this statement and in association with the following main works activities:

- Construction of the Park Village East retaining wall, portal and high-speed dive unders including the installation of ground anchors, removal of excavated material from the station approach, tunnel portal and headhouse works, construction of the decks over the high-speed dive under and railway, south of Mornington Street Bridge.
- Construction of the west and east side retaining wall around Hampstead Road Bridge, demolition and reconstruction of Hampstead Road Bridge as well as associated utilities and highway works.
- Support the movement of plant and material down into the Euston approach railway cutting; and support the removal of excavated material generated in the railway cutting
- Construction of Adelaide Road vent shaft and single storey headhouse building
- And all other activities for the purposes and in connection with the scheduled and ancillary works.

2.1.2 Where there are predicted to be more than 24 LGV movements in a day, whether to or from a site, the routes used by LGVs between that Site and any special/trunk road need to be approved prior to the 24 LGV movements per day occurring. Approval is therefore sought for the following lorry routes associated with the listed main works activities (Ref: 2.1.1) and in relation to the named worksites: -

Table 3: List of Roads for approval

Roads for approval			
Worksite: Euston Approaches			
Road Name	Start point (junction with)	End point (junction with)	Highway Authority
Robert Street	Entire length		LB Camden
A4201 Albany Street	Entire length		LB Camden
Stanhope Street	Robert Street	Granby Terrace	LB Camden
Park Village East	Entire length		LB Camden
Granby Terrace	Entire length		LB Camden
Mornington Street	Park Village East	Mornington Terrace	LB Camden
Mornington Terrace	Mornington Street	A503 Delancey Street	LB Camden
A503 Delancey Street	Mornington Terrace	A4201 Gloucester Gate	LB Camden
A4201 Gloucester Gate	A4201 Albany Street	A503 Delancey Street	LB Camden
A5205 Prince Albert Road	A4201 Gloucester Gate	approx. 120m NW of A4201 Gloucester Gate	LB Camden

Roads for approval			
Worksite: Euston Approaches			
Road Name	Start point (junction with)	End point (junction with)	Highway Authority
A400 Gower Street	A501 Euston Road	Grafton Way	LB Camden
Grafton Way	A400 Gower Street	A400 Tottenham Court Road	LB Camden
A400 Tottenham Court Road	Grafton Way	A501 Euston Road	LB Camden
A4201 Osnauburgh St / Tce	A4201 Albany Street	A501 Euston Road	C of Westminster
Great Portland Street	A501 Euston Road	A501 Euston Road	C of Westminster
A400 Hampstead Road	A501 Euston Road	Harrington Square	TfL
Harrington Square	A400 Hampstead Road	A400 Hampstead Road	LB Camden
TLRN	Entire length		TfL

Roads for approval			
Worksites: Adelaide Road			
Road Name	Start point (junction with)	End point (junction with)	Highway Authority
A4200 Eversholt Street	Entire length		LB Camden
A4201 Albany Street	Entire length		LB Camden
Park Village East	Entire length		LB Camden
A4201 Gloucester Gate	A4201 Albany Street	A503 Delancey Street	LB Camden
A5205 Prince Albert Road	A4201 Gloucester Gate	approx. 120m NW of A4201 Gloucester Gate	LB Camden
A400 Gower Street	A501 Euston Road	Grafton Way	LB Camden
Grafton Way	A400 Gower Street	A400 Tottenham Court Road	LB Camden
A400 Tottenham Court Road	Grafton Way	A501 Euston Road	LB Camden
A4201 Osnauburgh St / Tce	A4201 Albany Street	A501 Euston Road	C of Westminster
Great Portland Street	A501 Euston Road	A501 Euston Road	C of Westminster
Churchway	A501 Euston Road	Grafton Place	LB Camden
Grafton Place	Churchway	A4200 Eversholt Street	LB Camden
A502 Camden High Street / Chalk Farm Road / Haverstock Hill	A4201 Parkway	B509 Adelaide Road	LB Camden
B509 Adelaide Road	A502	A41	LB Camden
A400 Hampstead Road / Camden High Street	A501	A4201 Parkway	TfL
TLRN	Entire length		TfL

2.1.3 These routes are also formally presented in the document entitled 'List of Roads for Approval'. They are also illustrated on the accompanying plan entitled 'Overall Lorry Route Plan' (1MCo3-SCJ-IN-PLN-S001-000009_Co1) which is submitted for information.

2.2 Transport for London Road Network (TLRN)

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

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

2.2.3 However, TfL are not the approving body for such requests for the approval of lorry routes and the decision, ultimately, rests with the local authorities (in this case London Borough of Camden).

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

2.2.5 The TLRN and Local Authority Road network in the vicinity of the worksites is shown on the accompanying plan titled 'Lorry Route Plan' (Document ref: 1MCo3-SCJ-IN-PLN-S001-000009_Co1). Please note that approval of full extent of the TLRN within LBC is requested.

2.3 Documents provided

2.3.1 In accordance with Planning Forum Note 6 the following documents have been provided with this submission

Table 4: List of submission documents for approval and information

For Approval	
1. List of roads for approval	Document No: 1MCo3-SCJ-IN-SCH-S001-000015_Co1
For Information	
2. Covering Letter	Document No: 1MCo3-SCJ-IN-CRO-S001-000001_Co1
3. Lorry Route Plan (LBC)	Document No: 1MCo3-SCJ-IN-PLN-S001-000009_Co1
4. Written Statement	Document No: 1MCo3-SCJ-IN-SCH-S001-000014_Co1

5. A Route Management, Improvement and Safety Plan (ROMIS)	Document No: 1MCo3-SCJ-HW-PLN-S001-000001_Co3
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2.4 Local Traffic Management Plan (LTMP)

- 2.4.1 Local traffic control measures are been set out in the Local Traffic Management Plan (LTMP). The latest version of this document (1MCo3-SCJ-HW-PLN-S001-000002) was issued to LBC on 30th July 2019. The LTMP does not form part of this application for LGV route approval.
- 2.4.2 The measures contained in the Local Traffic Management Plan will be kept under review during the execution of the works, in consultation with LBC, TfL and other relevant stakeholders.
- 2.4.3 The LTMP has been developed by SCS JV with input from HS2, LBC, TfL and the emergency services. The LTMPs has been consulted on through the Traffic Liaison Group meetings which have been established in accordance with the CoCP and the RTMP.
- 2.4.4 The construction traffic management measures contained in the LTMP may change in response to different phases of work, or if new or altered management measures are identified as the works progress. Any revisions to an LTMP will be made following consultation with the highway and traffic authorities, the emergency services and other relevant key stakeholders. Updates to LTMPs will be prepared in accordance with the Route-wide Traffic Management Plan. Updates may be provided through supplements or addenda.
- 2.4.5 The RTMP and LTMP are part of the HS2 Phase 1 Environmental Minimum Requirements, which HS2 (as nominated undertaker) and its contractors are required to comply with.

2.5 Route-Wide Traffic Management Plan (ROMIS)

- 2.5.1 In accordance with PFN 6, a Route Management, Improvement Safety Plan document (document ref: 1MCo3-SCJ-HW-PLN-S001-000001_Co3) has been provided to Camden for information. The contents of the document are as described in section 4.3 of the Route Wide Traffic Management Plan. The Route Management, Improvement Safety document includes a summary of any physical changes necessary to facilitate the use of the route by LGVs; and a summary of measures required to ensure the safety and free flow of traffic in the proximity of the worksite access points.
- 2.5.2 The following mitigation measures are under consideration and have been identified in the ROMIS:
 - Speed hump modifications (within the Regents Park Estate and along Park Village East) such as speed cushions to reduce noise associated HGV movements whilst providing an effective speed reduction for narrower vehicles. These modifications could be used in conjunction additional measures such as advisory speed restrictions and signage (10mph), vehicle activated signage or cameras.

- Robert Street signalised junction to enable a right hand turn out of Robert Street onto Hampstead Road.

3 Work Site Location and Characteristics

3.1 Overview

- 3.1.1 Information in this section has been taken from the LTMP and is provided for information only. Updates to information contained herein such as site access locations and predicted LGV numbers will be provided through updates to the LTMP, as necessary.
- 3.1.2 This lorry route application applies to 2no. worksites i.e. The Euston Approaches worksite and Adelaide Road Worksite.
- 3.1.3 This section initially provides general background information that relates to both worksites including the route rationale and options considered, the surrounding highway network, the vehicle holding area, EWC Haul road and, materials by rail (MBR).
- 3.1.4 This section also provides more specific information specific to each worksite in relation to the site location, site access and the proposed lorry routes and, the estimated LGV numbers.
- 3.1.5 This information is provided for background context only and is not for approval. The package-specific LTMP provides further details of associated lorry movements.

3.2 Route Rationale and Options Considered

- 3.2.1 The route rationale was predominantly dictated by the route assumed by the ES, the most direct route to and from the strategic road network, avoidance of residential streets and suitability to HS2 construction traffic.
- 3.2.2 For the Euston Approaches Worksite, the use of Varndell Street and Harrington Street as an alternative to access point 1 (See figure 3) was considered and found to be unsuitable due to physical clashes with a twin piled wall which intersects with Harrington Street.
- 3.2.3 For the Euston Approaches Worksite, the use of Mornington Crescent, Mornington Place, Mornington Street, Park Village East and Clarkson Row as an alternative to access point 1 was considered and found to be unsuitable as it was not the shortest and quickest way of getting to and from the construction worksites to and from the strategic road network.

3.3 General Highway Network

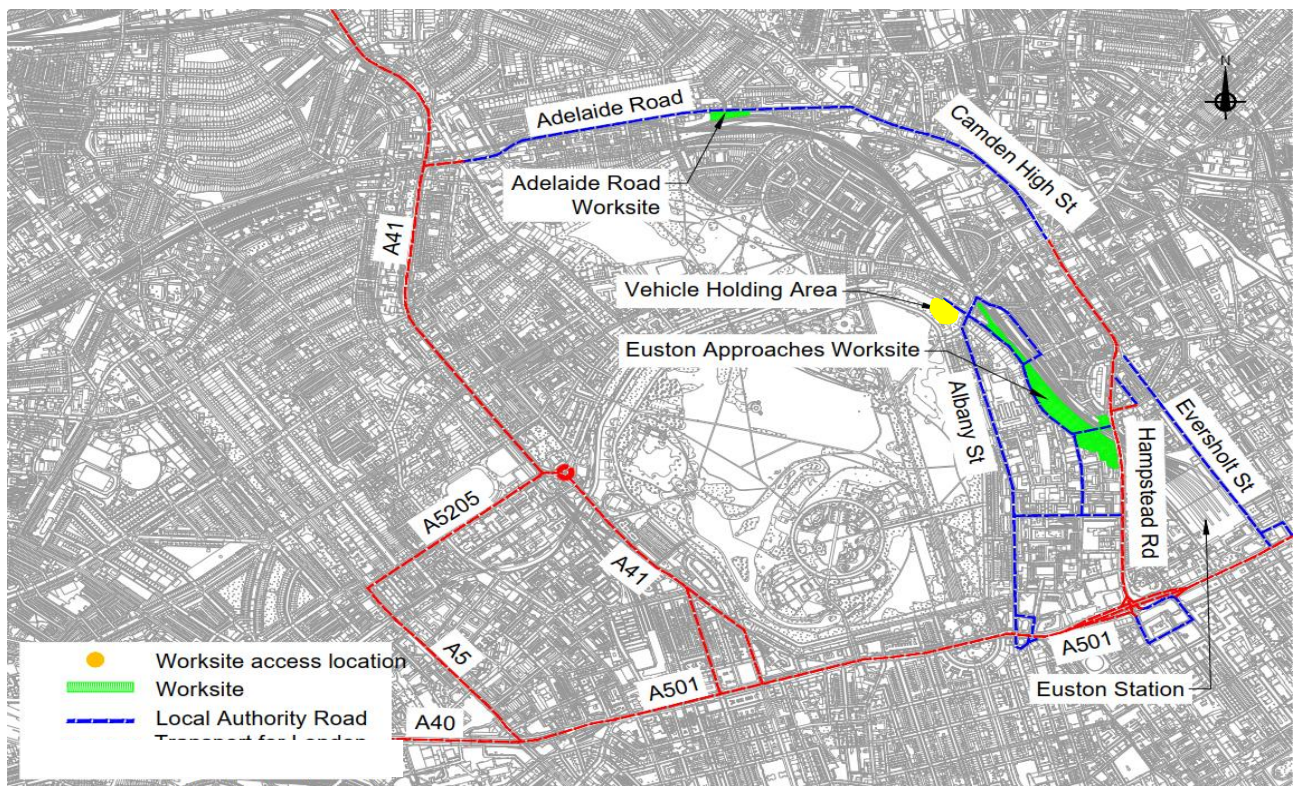
- 3.3.1 The main highway network comprises of the A400 Hampstead Road, which runs in a north-south direction. To the north, Hampstead Road connects to Camden High Street and Adelaide Road. Further to the south, Hampstead Road connects to Euston Road (A501), which runs in an east-west direction.

- 3.3.2 In the west and heading north, the A501 Euston Road connects to Adelaide Road via A41 Baker Street, Park Road, Wellington Road and Finchley Road. The A501 Euston Road also connects (due north) to the A5 Edgware Road connecting to the A5205 St John's Wood Road and the A41 Wellington Road.
- 3.3.3 The A400 Hampstead Road, A501 Euston Road, (including Camden High Street to the north east), A41 (including Baker Street, Park Road, Wellington Road, Finchley Road to the north west), A5 Edgware Road and A5205 St John's Wood form part of the Transport for London Road Network (TLRN) providing connections further afield to the Trunk/Special road network.
- 3.3.4 The junction between Hampstead Road and Euston Road is characterised by an overpass over the latter, with slip roads providing connections to this main west-east route. The junction is characterised by restrictions in movements in particular directions. For example, in heading south along Hampstead Road it is not possible to turn left onto Euston Road heading east. Similarly, movements north and onto Hampstead Road are restricted when heading west along Euston Road.
- 3.3.5 To allow for such movements between important elements of the TLRN, 2 no. clockwise 'loops' (on the local road network) are currently utilised. The first (the Osnaburgh loop) sees traffic heading south west from Euston Road onto Great Portland Street before bearing north and continuing onto Albany Street, then heading east on A4201/Osnaburgh Terrace and south onto A4201 Osnaburgh Street to join the A501 Euston Road heading east. From here, it is possible to follow routes north (Hampstead Road) or continue east (Euston Road). This loop is clearly signposted with green highways signage.
- 3.3.6 The second such loop (the Grafton loop) is found to the south of Euston Road and incorporates A400/Gower Street, Grafton Way and A400/Tottenham Court Road. Again, this loop is clearly signposted with green highways signage.
- 3.3.7 A series of local roads are accessed to the west off A400/Hampstead Road. These include Robert Street, Varndell Street, Mackworth Street and Granby Terrace (all running in a west-east direction), together with Harrington Street, Stanhope Street and Park Village East (generally running in a north-south direction). Harrington Square, which is found to the east of A400/Hampstead Road (and further to the east of the worksite) has a one-way restriction running from north west (at its junction with A400/Hampstead Road) to south east (at the junction with Lidlington Place). It allows for connections to A400/Hampstead Road southbound.

3.4 Vehicle Holding Area

- 3.4.1 Pursuant to Section 4.6 of the Route Wide Traffic Management Plan all construction traffic (i.e. all vehicles over 3.5t and not only the 7.5t that are subject to controls under Schedule 17(6) of the Act) will be managed through the Vehicle Management System (VMS). VMS includes vehicle flow management, vehicle booking / compliance checks and vehicle tracking.
- 3.4.2 In order to facilitate the VMS a vehicle holding area is proposed within the ZSL London Zoo car park to hold vehicles and to carry out vehicle compliance checks. A new access/egress will be constructed (by others) from A5205 Price Albert Road to avoid the use of Outer Circle. The holding area will also to be used to regulate vehicle movements to avoid vehicles parking on the highway network waiting to enter a worksite.
- 3.4.3 The VHA will be used for all LGV's with the exception of those carrying time sensitive materials (e.g. tarmac and concrete) and, excavated material which will be sent direct to the waste facility.
- 3.4.4 The routes to and from the VHA are subject to Schedule 17 Lorry routes approval however the VHA is not. The VHA will be the subject of separate consenting regimes in relation to the construction of the access / egress points (Schedule 4) and environmental consents.

Figure 1: Showing location of the VHA, proposed lorry route and worksites in context



3.5 Materials by Rail (MBR)

- 3.5.1 In line with assurances given, MBR is to be progressed for the construction of Euston Station only. Information on the Materials by Rail strategy has been presented and discussed at both Euston Community Residents Group (ECRG) and Euston Integrated Programme Board (EIPB).

3.6 Parking

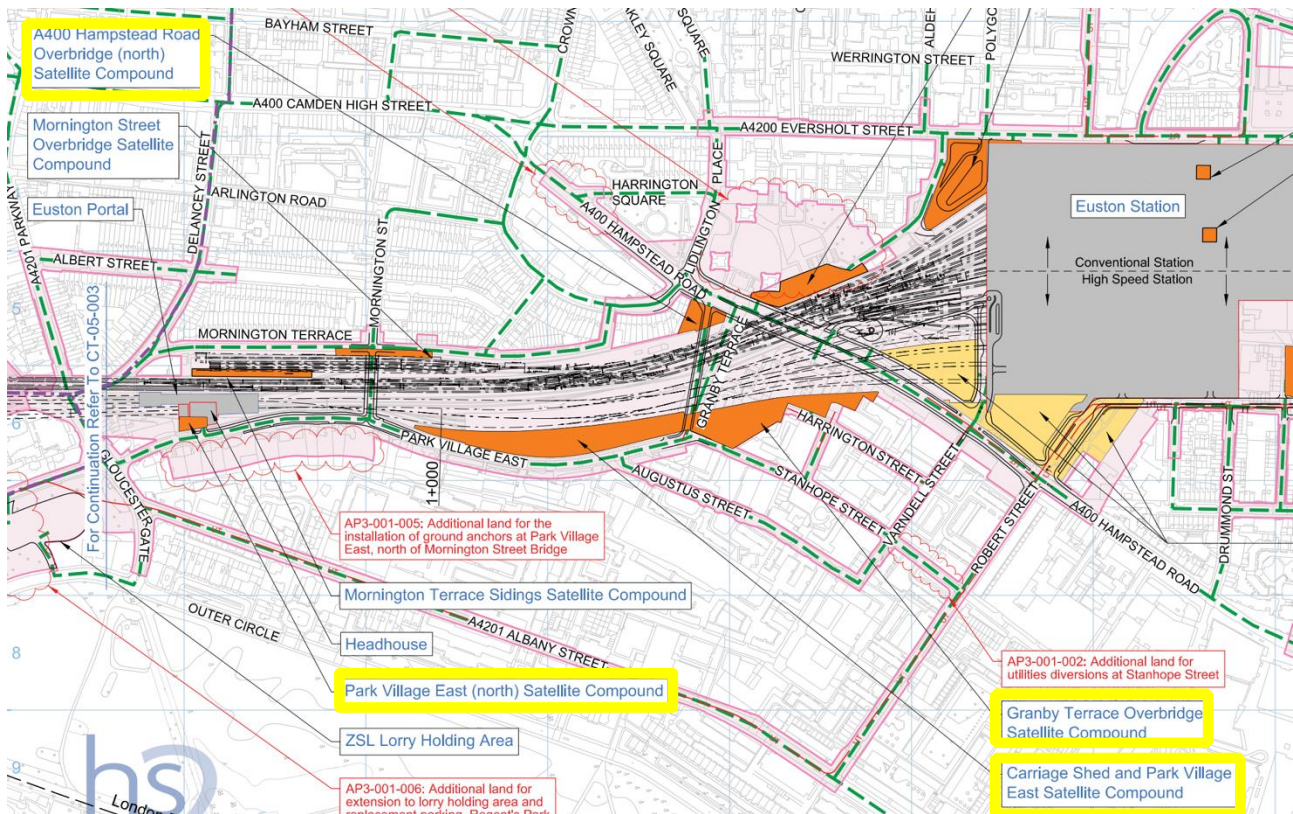
- 3.6.1 It is currently envisaged there will be no impact on the local parking during the construction works with the exception of utility works, TBM delivery works and in connection with the use of the temporary access points leading to the Euston Approaches Worksite.
- 3.6.2 Headhouses will require permanent parking bay suspensions along Park Village East to facilitate visibility splays at the access point. Further details will be produced during the detailed design stage and proposals discussed with LBC.
- 3.6.3 Local parking outside numbers 9 – 16 Park Village East will be suspended during the use of the temporary access points as per the LTMP.
- 3.6.4 The delivery of the TBM will require temporary parking suspensions along Park Village East for loads wider than 4.6m and on Mornington Terrace for loads wider than 3.1m.
- 3.6.5 Hampstead Road Bridge extension works require the temporary diversion of utilities onto Granby Terrace Bridge. Additionally, during the tunnelling activities some utilities require protection, diversion or replacement. Both these utility works will result in temporary parking suspensions, the extent of which will be reported in future LTMP's.

3.7 Worksite: Euston Approaches

- 3.7.1 The ES identified a number of site compounds from which the Euston approach works will be coordinated. As a result of the interdependencies between the compounds (such as internal haul routes), SCS has amalgamated the four compounds listed below into one complete worksite for logistical efficiency:
1. A400 Hampstead Road Overbridge (north) Satellite Compound;
 2. Granby Terrace Overbridge Satellite Compound;
 3. Carriage Shed and Park Village East Satellite Compound;
 4. Park Village East (North) Satellite Compound

3.7.2 Some works activities limit the use of the internal haul routes which link the compounds listed above dictating how the access points are used at various times of the construction programme.

Figure 2: Showing 4no. compounds (highlighted in yellow) that have been amalgamated into one complete worksite



Description of the Euston Approaches Worksite

- 3.7.3 The worksite is of an irregular shape and runs in a general east to west direction. It is bounded by the A400 / Hampstead Road to the east and A4201 Parkway and Delancey Street to the west. The northern extreme of the worksite is bounded by the existing rail corridor (WCML); the southern extreme of the worksite is bounded by Harrington Street, Stanhope Street and Park Village East.
- 3.7.4 The worksite is predominantly on track level with a ramped access from access points 1 and 3 (see figure 3) Access point 4 provides street level access for unloading of material to be lifted down to track level.
- 3.7.5 The worksite does not lie within a conservation area but is adjacent to the Regents Park Conservation area in the south. The south of the site (bound by Park Village East) is adjacent to the listed Grade II* John Nash buildings.
- 3.7.6 Euston station and the West Coast Main Line (WCML) rail corridor and associated operational and maintenance facilities are key elements of the urban environment in the area. The existing railway corridor runs north-west in retained cutting from Euston station
- 3.7.7 The land uses to the south and east of the Euston approaches worksite are predominantly residential with blocks of social housing in the Regents Park Estate and, Georgian housing on Park Village East and Park Village West. The north and east of the site is characterised by Georgian terraced housing on Mornington Terrace and Mornington Crescent and some social housing. The existing WCML railway corridor bounds the north of the worksite.

EWC Haul Road

- 3.7.8 A Haul Road is to be implemented by the Early Works Contractor (EWC) during the site preparation works. The Haul Road access point is proposed to be on Hampstead Road, approximately 150 yards north of its junction with Vardell Street. See figure 3.
- 3.7.9 The extended use of this Haul Road by SCS is under consideration as it would allow lorries to enter and exit the Euston Approaches worksite directly onto Hampstead Road thus reducing construction traffic volumes on residential streets in the Regents Park Estate.
- 3.7.10 To maximise the use of the EWC Haul Road and in addition to the reduction of traffic volumes on Regents Park Estate, a right hand turn onto Hampstead Road is also under consideration (in consultation with LBC and TfL) in order to avoid the use of Harrington Square Gardens.
- 3.7.11 There are however some constraints relating to the extension of the use of the EWC Haul Road by SCS, specifically space constraints relating to worksite safety and insufficient vehicle access through Granby Terrace Bridge.

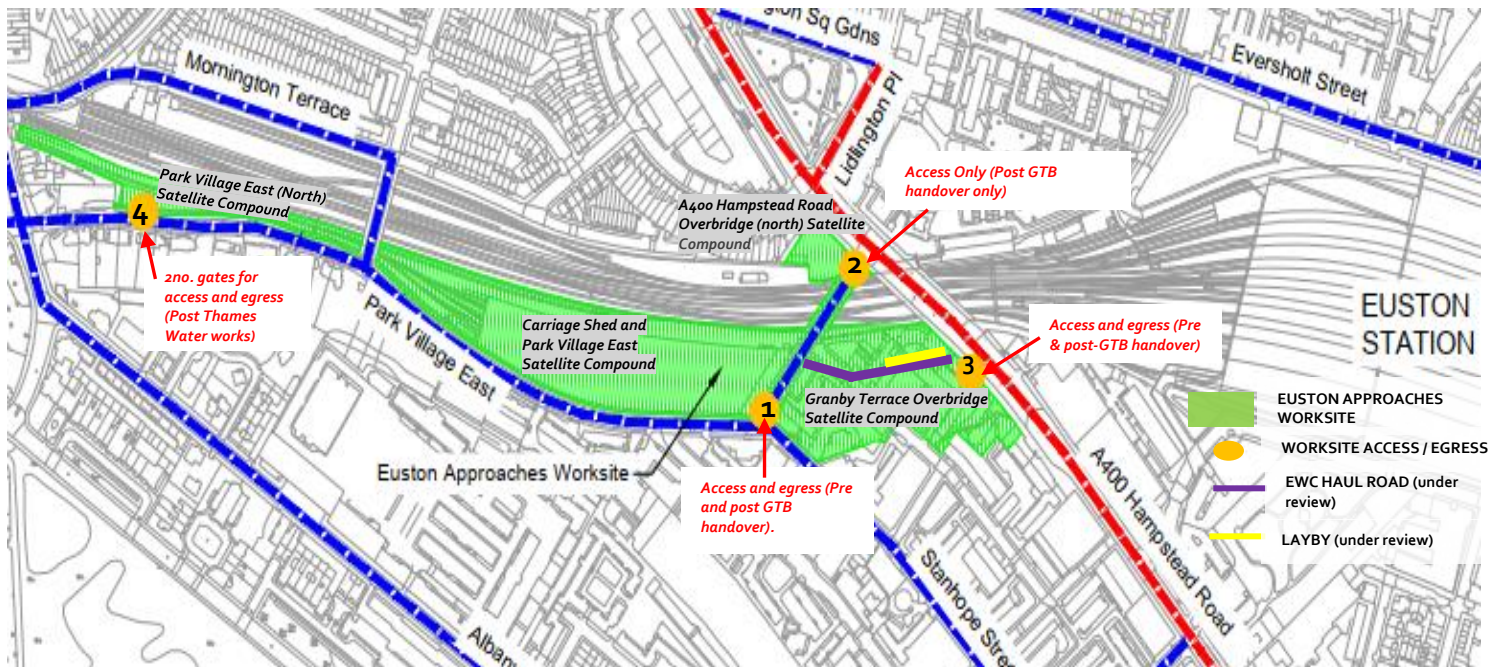
3.7.12 In the event that the continued use of the EWC Haul Road is not feasible, a lay-by is proposed on Hampstead Road as an alternative, which allows site access / egress for vehicles servicing the works at Hampstead Road Bridge and the Euston Throat Retained Cut. The location of the proposed lay-by is also illustrated in Figure 3. The vehicles would need to turn left to access the site and turn left to exit the site into Hampstead Road as there is currently a no right-hand turn (note a right hand turn is under consideration see 3.7.17) and use Harrington Square Gardens to return to Euston Road in the southbound direction. The lay-by alternative will achieve a reduction of construction traffic volumes in the Regents Park Estate.

3.7.13 The outcome of the reviews on the use of the EWC Haul Road and the lay-by alternative will be reported in future versions of the LTMP.

Site Access Points

3.7.14 In summary, the Euston Approaches Worksite will benefit from 4 no. access / egress points located on Granby Terrace at the junction of Stanhope Street/Park Village East (Access no.1), 2no. on Hampstead Road (Access 2 and 3) and access no. 4 at the northern end of Park Village East.

Figure 3: Showing the Worksite Access / Egress points, proposed Haul Road and layby (for information only)



3.7.15 The Granby Terrace Bridge extension works will be carried out by EWC. The type of use (i.e. access, egress or both) of access points 1, 2 and 3 is dependent on the availability of the Haul Road and the date that GTB is handed over to SCS by EWC.

- 3.7.16 Upon site mobilisation, access point no. 1 will be used for access and egress via Stanhope and Robert Street. Access point 3 will be used for access to the site with egress via the Haul Road and access point no.1.
- 3.7.17 Following discontinuation of the use of the Haul Road (see section 3.7.12), access point no. 3 will be used for access and egress, left into the worksite and left out of the worksite until a right hand turn out of the worksite and onto Hampstead Road can be implemented to avoid the use of Harrington Square. A layby is under consideration upon discontinuation of the Haul Road (see section 3.7.12)
- 3.7.18 Access point 2 will be used post GTB handover by EWC. Access point 2 will be used for access only with egress from access point 1. Access point 1 will function as access and egress for the duration of the project.
- 3.7.19 Access point no. 4 comprises of 2no. gates (access and egress) and will allow for deliveries to the site at street level for lowering down to track level. This access will be implemented following completion of the existing Thames Water Works.
- 3.7.20 Please note that the locations of the site access/egress gates are not part of the Schedule 17 request for approval. Approval for the site access/egress point will be secured separately under Schedule 4 of the HS2 Act. The location of these points is therefore presented for context and information purposes and is not for approval.

Site access and the proposed Lorry Route

WORKSITE ACCESS POINT NUMBERS 1, 2 AND 3

- 3.7.21 The location of the access / egress point no. 1 is at the junction of Park Village East / Stanhope Street / Granby Terrace (south of rail corridor). Egress point no. 2 is on A400 Hampstead Road (north of the rail corridor). Access / egress point no. 3 is located at the EWC Haul Road just off A400 Hampstead Road.

- 3.7.22 **Direct to access point no. 1 from the east and west:** From the east the route leaves the TLRN (A501 Euston Road) and joins the Gower Street (one way), turning right into Grafton Way (one way) and turning right again into Tottenham Court Road. The area around this loop (the Grafton loop) is characterised by a mix of local shops and restaurants, hospital buildings and the Euston Square underground station. The route continues due north past the A501 Euston road junction into A400 Hampstead road continuing 320m and turning left into Robert Street. From the west the route leaves the TLRN (A501 Euston Road) junction joining the A400 Hampstead road. The A400 Hampstead Road area which is accessed from the east and the west is characterised by a mix of business and residential buildings including shops, restaurants and large office blocks. Continuing 320m on the A400 Hampstead Road and turning left into Robert Street continuing approximately 153m turning right into Stanhope street and travelling approximately 320m to the site entrance (access point no.1). The area around Robert Street and Stanhope street is predominantly high-density residential blocks with 1no. primary school and a children's centre in close proximity to the route. (Please refer to the LTMP and see section 5.3 of this document for mitigation)
- 3.7.23 **From access point no. 1 to the east /west:** The route leaves the worksite via Stanhope Street to Robert Street (access point no.1). This area is predominantly residential. From Robert Street the route joins A400 Hampstead Road which is a mix use business and residential. For the east the route progresses into the Grafton loop described in section 3.3.6 above as there is a no left turn restriction onto the TLRN. For the west the route turns right into the TLRN (A501 Euston Road) at the junction.
- 3.7.24 A left hand turn from Hampstead Road onto TLRN (A501) Euston Road is not proposed due to increased traffic congestion and pedestrian safety concerns.
- 3.7.25 During the planned full closures of A400 Hampstead Road (See 3.7.37)
- 3.7.26 **From VHA to access point no.1:** The route exits the VHA by turning right onto the TLRN (A5205 Prince Albert Road) and a further right turn at the junction onto A4201 Gloucester Gate Bridge. This area is characterised by Georgian terraced housing, road and rail infrastructure, pubs and restaurants, and Regents Park to the west. The route continues for approximately 65m along Gloucester Gate Bridge (A4201) followed by a left turn onto A4201 Albany Street. At this point articulated LGV's will continue on the primary route i.e. Onasburgh loop - TLRN (A501 Euston Road) – TLRN (A400 Hampstead Road, further left turn onto Robert Street and right onto Stanhope Street to the site entrance (access point no.1) however, rigid LGV's will be directed from A4201 Albany Street to turn left turn onto Robert Street, and left onto Stanhope Street to the site entrance (access point no.1).
- 3.7.27 **Direct to access / egress point no. 3 from the east:** TLRN – A400 Gower Street – Grafton Way – A400 Tottenham Court Road – A400 Hampstead Road (TLRN) – access.
- 3.7.28 **Direct to access / egress point 3 from west:** TLRN – A400 Hampstead Road (TLRN) – access.
- 3.7.29 **From access/egress point 3 to the east:** A400 Hampstead Road (TLRN) – Harrington Square – A400 Lidlington Place (TLRN) - A400 Hampstead Road (TLRN) – A400 Gower Street – Grafton Way – A400 Tottenham Court Road – TLRN.

3.7.30 **From access/egress point 3 to the west:** A400 Hampstead Road (TLRN) – A400 Lidlington Place (TLRN) – Harrington Square – A400 Hampstead Road (TLRN) – TLRN.

WORKSITE ACCESS POINT NO. 4

3.7.31 The location of the site access and egress point is on Park Village East (access point no.4). No. 4 comprises of 2no. gates and will allow for deliveries to the site at street level for lowering down to track level.

3.7.32 **Direct to access point no. 4:** TLRN – A4201 Albany Street/Gloucester Gate – Park Village East. From the TLRN the route is predominantly residential. At Gloucester Gate Bridge and Park Village East the area is characterised by Georgian terraced housing, road and rail infrastructure, pubs and restaurants, and the Regents Park open space to the west

3.7.33 **To access point no. 4 via VHA:** TLRN – A4201 Albany Street/Gloucester Gate – A5202 Prince Albert Rd – Park Village East.

3.7.34 **From access point no.4 to the east / west:** Park Village East – Mornington Street – Mornington Terrace – A503 Delancey Street – A4201 Albany Street/Gloucester Gate – TLRN. On leaving the site the route is mostly residential Grade II* Nash villas to the south and rail infrastructure to the north. The route continues over the railway corridor into Mornington terrace and Delancey Street which has predominantly period property to the north and the rail infrastructure to the south. The route joins the previously detailed Gloucester Gate / Albany Street towards the TLRN.

Description of the Works

3.7.35 The Euston Approaches worksite will facilitate the following main works indicative activities:

- Construction of the Park Village East retaining wall, portal and high-speed dive unders including the installation of ground anchors, removal of excavated material from the station approach, tunnel portal and headhouse works, construction of the decks over the high-speed dive under and railway, south of Mornington Street Bridge.
- Construction of the west and east side retaining wall around Hampstead Road Bridge, demolition and reconstruction of Hampstead Road Bridge as well as associated utilities and highway works.
- Support the movement of plant and material down into the railway cutting; and support the removal of excavated material generated in the railway cutting
- And all other activities for the purposes and in connection with the scheduled and ancillary works.

Hampstead Road

3.7.36 The construction of the new Hampstead Road Bridge will temporarily affect vehicular and pedestrian traffic, cyclists and buses. Most of the work will require the reduction to one traffic lane, however 2no. full closures are planned, each less than 4 weeks in duration and approximately 18months apart. (Refer to the LTMP for more detail)

3.7.37 Mitigation for the impacts arising from the construction of the new Hampstead Road Bridge is as follows:

- Cyclists: During the single lane provision and full closure, cyclists will be accommodated within the 4-4.25m vehicular lanes, it is also proposed that road cylinders or delineation posts are used to segregate vehicles and cyclists. During the full closure, and as part of the wider HS2 cycle strategy within the Euston area, advanced signage will direct cyclists to use alternative routes – Eversholt Street, Midland Road and Albany Street/Outer Circle.
- Vehicles: During the single lane provision vehicles will be alternated between the northbound and southbound carriageways during differing phases. During the full closures, consultation with TfL is ongoing to strategically sign from the A406 and divert traffic away from Hampstead to avoid the area and residential streets, and to use alternative routes such as A1, A41 and A5.
- Pedestrians: They will be accommodated throughout the duration of the project by diversion to the opposite footway.
- Buses: During the single lane provision the bus routes remain in place with the exception of the Silverdale bus stops (north and southbound) which will be suspended throughout the works. During full closure, it is proposed that bus services 29 and 134 are diverted along Albany Street and 24 and 27 along Eversholt Street.

Park Village East

3.7.38 The access point (no.4) on Park Village East requires closure of the northern footpath resulting in a single 3.5m lane throughout the works. It is proposed that cyclists use the carriageway with the general traffic as a short construction programme and low volumes of construction traffic are predicted.

Predicted LGV Numbers

Euston Approaches Worksite

3.7.39 The excavation, removal of excavated material and construction activities are scheduled to take place between Q1 2020 and Q4 2024

3.7.40 The ES identified the likely significant effects (EMR's) that would arise from the construction activities. This assessment was based on several assumptions about design and construction practices. There may be changes to the ES assumptions as the project progresses to the detailed design and construction phase. For reference the ES can be accessed via the HS2 website via <https://www.gov.uk/government/publications/hs2-phase-one-environmental-statement-volume-2-community-forum-area-reports-and-mapbooks>

- 3.7.41 In the case of impacts and effects on traffic and transport, the ES assessed the temporary impacts and effects from the construction activities and provided an estimated LGV trip generation to/from the construction worksites. The nominated undertaker is contractually bound to ensure these likely significant effects (not the estimated LGV numbers) identified in the ES will not be exceeded. Therefore, should these LGV numbers exceed the ES assumptions, the contractor will assure HS2 that no new significant adverse effects will arise.
- 3.7.42 In accordance with Planning Forum Note 6, the predicted LGV numbers below are taken from the LTMP (1MCo3-SCJ-HW-PLN-S001-000002) and is provided for information. Updates to predicted LGV numbers and timings will be provided through updates to the LTMP, as necessary.
- 3.7.43 The combined aggregated average two-way lorry numbers (i.e. the average total number of lorries going into and out of the worksite) assumed in the environmental statement is 540 -706 per day which is equivalent to maximum of 353 LGV movements in and 353 movements out of the worksite during peak periods to the Euston Approaches Worksite. In comparison the SCS forecasts predict the same combined aggregated average two way lorry movements which include the EWC lorry movements equates to an average of 320-480 combined aggregated average two-way lorry numbers per day which is equivalent to maximum of 240 LGV movements in and 240 movements out of the worksite during peak periods.
- 3.7.44 The phased construction approach contained in Appendix 2 of the LTMP demonstrates that not all movements will occur at the same time and that the programme for peak construction works will in practice not be simultaneous.

3.8 Worksite: Adelaide Road

Description of the Site

- 3.8.1 The worksite is of a trapezoidal shape, is located within the Chalk Farm Embankment and runs in a general east to west direction. It is bounded by the B509 / Adelaide Road to the north and the existing railway corridor (WCML) to the south. The narrowing eastern extreme of the worksite is adjacent to the Adelaide Local Nature Reserve whilst the wider western extreme is adjacent to the Adelaide Road Medical Centre.
- 3.8.2 The worksite does not lie within a conservation area; however, the Eton Conservation area is in close proximity.
- 3.8.3 Euston station and the West Coast Main Line (WCML) rail corridor and associated operational and maintenance facilities are key elements of the urban environment in the area. The existing railway corridor runs north-west in retained cutting from Euston station
- 3.8.4 The area is mainly urban in character. The north of the site is lined with, predominantly Victorian housing, some are Grade II listed. Adelaide Local Nature Reserve lies adjacent to the vent shaft site south of the B509 Adelaide Road. The existing WCML railway corridor bounds the south of the worksite.

- 3.8.5 The densely developed townscape is dominated by rail and road infrastructure, with limited open space. The principal open space area in the vicinity of the worksite includes Primrose Hill Park, and Regent's Park.
- 3.8.6 There are no designated footpaths and bridleways in the area although there are public rights of way (PRoW₂) on pavements alongside public highways.

Site Access and proposed lorry route

- 3.8.7 To site from east: TLRN – A400 Gower Street – Grafton Way – A400 Tottenham Court Road – A400 Hampstead Road/Camden High Street (TLRN) – A502 Camden High St/Chalk Farm Rd – B509 Adelaide Rd – Access point no.4
- 3.8.8 To site from west: TLRN – A400 Hampstead Road/Camden High Street (TLRN) – A502 Camden High St/Chalk Farm Rd – B509 Adelaide Rd – Access point no.4
- 3.8.9 The proposed route to Adelaide worksite will be affected during the planned full closures of A400 Hampstead Road (See 3.7.37), The use of A4200 Eversholt Street, Churchway and Grafton Place is proposed as an alternative during the closures. Therefore, to site from the west: A501 Euston Road – left into Churchway and right into Eversholt Street and from site from the east: A501 Euston Road – right into Churchway and right into Eversholt Street.
- 3.8.10 From site: Access point no.4 – left turn onto B509 Adelaide Rd – TLRN.

Description of the Works

- 3.8.11 The works comprise of the construction of a single storey vent shaft headhouse building
- 3.8.12 The temporary site access point requires full closure of the southern footpath of Adelaide Road. However, two-way traffic will be maintained by removing the central hatching and traffic island. Full closure of Adelaide Road will not exceed 1-2days.
- 3.8.13 The following impacts have been identified on Adelaide Road as a result of the works:
- Buses: The eastbound Eton Road bus stop will be suspended temporarily whilst the westbound (Eton Road) bus stop will be suspended for the duration of the works.
 - Pedestrians: They will be diverted to the opposite footway for the duration of the works. Safe crossing points will be created for vulnerable users.
 - Cyclists: Adelaide road is not a cycle route however cyclists will be accommodated within the traffic management. During full closure a suitable diversion will be agreed with LBC.

Predicted LGV Numbers

- 3.8.14 The excavation, removal of excavated material and construction activities are scheduled to take place between Q1 2020 and Q1 2025
- 3.8.15 The package-specific LTMP provides further information in respect of the daily predicted level of lorry movements required in comparison with the Environmental Statement. Please refer to section 3.7.40 and 3.7.41 for background on the ES LGV estimated numbers.
- 3.8.16 In accordance with Planning Forum Note 6, the predicted LGV numbers below are taken from the LTMP (1MCo3-SCJ-HW-PLN-S001-000002) and is provided for information. Updates to predicted LGV numbers and timings will be provided through updates to the LTMP, as necessary.
- 3.8.17 The combined cumulative average two-way lorry movements to Adelaide Road worksite equates to an average of 60-80 two-way lorry movements per day which is equivalent to a maximum of circa 40 LGV movements in and 40 movements out of the worksite during the peak period. However, it is stressed that busy vehicle movements will be experienced for a maximum period of 5 months.

4 Pre-Submission Engagement

4.1.1 The lorry route submission has been the subject of 8 no. pre-application meetings with officers of London Borough of Camden with respect to the proposed lorry routes. SCS has also carried out other engagement with stakeholders such as TfL, local schools and residents, resident associations and businesses.

4.1.2 The table below shows a summary of pre application consultation with LBC undertaken in respect of the lorry routes. The outcomes of these discussions are included as part of the key issues raised (see section 4.1.5)

Date	Stakeholder	Key Discussion topics
31 May 18	LBC	<ul style="list-style-type: none">• Length of road closures• TfL Buses• Traffic impacts from Cycle Superhighway and other closures• Use of pedestrian data to inform Traffic Management• Crossing points
18 July 18	LBC	<ul style="list-style-type: none">• Lorry route from Park Village East into Stanhope Street• Coordination of cumulative impacts from other works• Details on road adaptations e.g. kerb lines• Park Village East as a 2 way• Limit use of residential streets• Vehicle Holding Area
13 Aug 18	LBC	<ul style="list-style-type: none">• Introductory Overview of Schedule 17 application content and issues for approval
12 Sept 18	LBC	<ul style="list-style-type: none">• What is the purpose of the ROMIS.• Treatment of TLRN's within the Schedule 17 application• Schedule 17 grounds for refusal• Vehicle Holding Area• Traffic Calming and speed limits
11 Oct 18	LBC	<ul style="list-style-type: none">• Route impact mitigation for phase 1 and 2 route proposals• Use of Park Village East during Thames Water Works• Vehicle management system - how it works• Limitation of lorry numbers during school peak times• Speed limits• Right turn onto Hampstead Road Bridge
7 Nov 18	LBC	<ul style="list-style-type: none">• Overview of Schedule 17 Lorry Routes

27 Mar 19	LBC	<ul style="list-style-type: none">• Vehicle holding area and site mobilisation.
5 June 19	LBC	<ul style="list-style-type: none">• Contents of the Schedule 17 written statement
13 June 19	LBC	<ul style="list-style-type: none">• Draft LTMP issued to LBC for comment
19 June 19	LBC	<ul style="list-style-type: none">• Contents of the Schedule 17 written statement
17 July 19	LBC	<ul style="list-style-type: none">• HS2 Act and Schedule 17 hosted by HS2 to explain to LBC officers to background to HS2 Act and Schedule 17 to allow better understanding of the pre app and determination process
5 Aug 19	LBC	<ul style="list-style-type: none">• LTMP C01 Issued to LBC
14 Aug 19	LBC	<ul style="list-style-type: none">• Schedule 17 Lorry Route Approval documents issued to LBC for Comment

4.1.3 The LTMP was presented and discussed at the monthly Traffic Liaison Group meetings on the 5th June 2019 and a draft copy was issued to LBC for comment on the 13th June 2019. A formal copy of the LTMP was issued to LBC on the 5th August 2019.

4.1.4 The Schedule 17 Lorry Route approval documents were issued to LBC for comment on the 14th August 2019.

4.1.5 The key issues raised during preapplication consultation and other stakeholder engagement are summarised below:

- Safety related to children around schools, public play areas and regular walking routes.
- The proposed use of residential streets and the impacts on traffic volume, capacity and parking
- Impacts associated with the closure of Hampstead Road Bridge
- Impacts on cyclists and the use of bus stops
- Cumulative impacts associated with other works in the area.

4.1.6 All the above issues have been addressed within the location specific LTMP and ROMIS.

5 Route Justification

- 5.1.1 All the lorry routes required for the Euston Approaches and Adelaide Road worksites in this submission were assumed the Environment Statement submitted with the HS2 Act and are shown on the relevant CT-05 drawings contained within the planning context reports for London Borough of Camden.
- 5.1.2 The proposed routes have been presented and discussed widely with the LBC, TfL and the wider community.
- 5.1.3 The impacts associated with the proposed lorry route such as volume of construction traffic on residential streets, impacts on existing roads and safety for vulnerable users have been mitigated as far as practicable in the LTMP and ROMIS .

5.2 Preserve the local environment / amenity

- 5.2.1 The proposed routes were assessed at the time of the Environment Statement which identified the likely environmental impacts. The EMR's (refer to 1.5) which contractually bind the nominated undertaker (HS2) and the contractor (SCS), are in place to ensure that impacts relating to dust, noise, vibration and air quality are not exceeded and, minimised / mitigated as far as is reasonably practical.
- 5.2.2 The proposed route represents both the shortest and quickest way of getting to and from the construction worksites to and from the strategic road network.
- 5.2.3 The core working hours (as per the CoCP) will be from 08:00 – 18:00 on weekdays and from 08:00 – 13:00 on Saturdays. A period of 1 hour before and after the core working hours is permitted for start-up and close down activities such as workforce travel, unloading, general preparation for work etc. There will be no works on Sunday and public holidays. LGV movements will be restricted to the core working hours however this may change with prior agreement with the Local Authority under Section 61 of the Control of Pollution Act 1974.
- 5.2.4 In order to reduce the noise associated with LGV movements, SCS (See section 3 of the ROMIS) is considering speed hump modifications on residential streets such as speed cushions which also provide speed calming and promotes safety in the residential streets.
- 5.2.5 In order to reduce the impact of workforce travel on the local residents and businesses, SCS is obligated to prepare workforce travel plans (in consultation with LBC) that promote the use of sustainable modes of transport through effective management of construction worker traffic and, the introduction of measures that aim to reduce the single car occupancy to and from the worksite.

5.3 Safety and free flow of traffic

5.3.1 The LTMP is a live document that continuously reviews ways to mitigate against the effects of the proposed route relating to safety and the free flow of traffic.

5.3.2 The ROMIS provides measures required to ensure the safety and free flow of traffic in the proximity of the worksite access points. It also provides a summary of physical changes necessary to facilitate the use of the route by LGV's. The ROMIS has been prepared with reference to the issues raised during the preapplication consultation and wider stakeholder engagement with a view to mitigating the negative impacts of the proposed lorry routes. The following mitigation measures (under consideration) have been identified in the ROMIS:

- Speed hump modifications (within the Regents Park Estate and along Park Village East) such as speed cushions to reduce noise associated HGV movements whilst providing an effective speed reduction for narrower vehicles. These modifications could be used in conjunction with any additional measures such as advisory speed restrictions and signage (10mph), vehicle activated signage or cameras.
- Robert Street signalised junction to enable a right hand turn out of Robert Street onto Hampstead Road.

- 5.3.3 With reference to child safety around schools, an engagement programme with local schools impacted by the proposed lorry route has started and will be carried out for the duration of the works and seek to ensure that teachers, parents and children and other road users are kept safe and are aware of construction works in the area. Where practicable, the Hampstead Road closures will be planned around school holidays.
- 5.3.4 Compliance with Undertakings and Assurances references 1160, 1162, 1165, 1166 and 1167 all relating to LBC schools, seek measures to reduce or avoid significant effects, promote engagement with schools and reduce disruption during drop off and pick up times.
- 5.3.5 In order to further reduce impacts on the surrounding road networks, the interface with other works within the London Borough of Camden (such as those within the EWC and S3 scope) area will be co-ordinated during the Traffic Liaison Group meeting and set out in the relevant LTMP.
- 5.3.6 The employment of a vehicle management system, use of a vehicle holding area as well as the management of the workforce travel all contribute towards the reductions of traffic volumes on residential streets and contingency routes. The vehicle management system is designed to manage the overall flow of LGV movements, avoid queuing on the highway and control LGV volumes in specific locations such as schools during the school drop-off and pick-up periods.
- 5.3.7 The work force travel plan will seek to reduce the number of private car trips to and from the site (both workforce and visitors) by promoting public transport and vehicle sharing.
- 5.3.8 Traffic Regulation Orders have been proposed on A501 Euston Road (westbound) to Great Portland Street, A501 Marylebone Road (eastbound) to Albany Street, A501 Euston Road – A501 Slip Road towards Gower Street to ensure that the LGV's can safely negotiate the proposed lorry route. For more detail, refer to the ROMIS.
- 5.3.9 Vehicle safety mitigation measures including signage and external warning systems, blind spot minimisation, under run protection will be applied.
- 5.3.10 The re-use of excavated material along the route provides mitigation against the volume of lorries on the public highway. HS2 is committed to the re-use of excavated material wherever reasonably practical.
- 5.3.11 The proposed extended use of the EWC Haul Road (or the lay-by alternative) coupled with a right hand turn from Robert Street onto Hampstead Road Bridge will reduce construction traffic on RPE and other residential streets as the use Robert Street / Stanhope Street route to access point 1 can be reduced and the use of Harrington Square gardens will be avoided.
- 5.3.12 The use of access point 2 (site access of Hampstead Road – north of the rail corridor) post-handover of GTB, will also contribute to the reduced traffic on RPE as the use Robert Street / Stanhope Street access / egress route to access point 1 will be reduced.

5.4 Archaeological or historic interest or nature conservation value

- 5.4.1 The HS2 Act EMR's (see section 1.5), specifically the CoCP, the Heritage Planning Memorandum and the National Planning Policy Framework set out the control measures for heritage assets (including archaeology) and ecology in relation to the design development and construction of the HS2 scheme.

6 Indicative Construction Programme

6.1.1 The indicative high-level construction programme² for each worksite insofar as it relates to the main works stage is set out below:

Euston Approaches Worksite	
Activity	Indicative Start date
Site set up / Mobilisation	Qtr 4 2019
Construction Works: <ul style="list-style-type: none"> • Removal of excavated material, construction of portal, dive unders and headhouse. Demolition and construction of HRB • Construction of the west and east side retaining wall around Hampstead Road Bridge, demolition and reconstruction of Hampstead Road Bridge as well as associated utilities and highway works. • Support the movement of plant and material down into railway cutting; and support the removal of excavated material generated in the railway cutting. 	Qtr 1 2020
Demobilisation	Q4 2024

Adelaide Road Worksite	
Activity	Indicative Start date
Site set up / Mobilisation	Qtr 1 2020
Construction Works: <ul style="list-style-type: none"> • Retaining structure and piled foundation 	Qtr 4 2020
Demobilisation	Qtr 1 2025

6.1.2 With reference to the construction works, the construction sequence and logistics will be discussed further in the TLG meetings to keep LBC informed on the emerging programme of works and predicted traffic impacts taking into account concurrent construction activities from other HS2 works and other schemes in LBC.

² Programme may vary

7 Other Main Consents Associated with the Works

7.1.1 In addition to the lorry route approval discussed in this statement, several other approvals associated with this lorry route approval request are required and will be sought by the nominated undertaker under the appropriate statutory and legal framework. These are detailed in the LTMP and summarised below:

7.1.2 Under Schedule 4 of the Act:

- New temporary accesses to the construction worksites
- Temporary interference of the highway relating to Hampstead Road Bridge, Park Village East, Adelaide Road, the proposed Robert Street Junction and other roads required for Utility works.
- Road alignment / construction associated with Hampstead Road and the proposed Robert Street junction.
- New permanent access to all the headhouses.

7.1.3 Under Schedule 17 of the Act:

- Plans and Specifications relating to the above ground permanent works associated with the 4no. headhouses, scissor cut deck, Hampstead Road Bridge; and all other associated features that require plans and specifications approval.
- Plans and Specifications relating to earthworks associated in the Euston Throat including retaining wall

7.1.4 Under Schedule 33 of the Act for protective provisions relating to ground water and highway drainage

7.1.5 Under Section 61 of the Control of Pollution Act 1974 for construction works within the worksites.

7.1.6 Site setup will be undertaken in accordance with the class approvals for construction activities.