

Application No:	Consultees Name:	Received:	Comment:	Response:
2019/4700/HS2	Susan Plowden	17/10/2019 23:35:36	OBJ	I have now become aware of plans for the high number of lorries carrying material for the construction of HS2 in this area. I am concerned at the use of residential roads as routes because, due to the number of (vulnerable) people living/working in the area, they are unsuitable and will cause difficulties with safety and noise as well as pollution and congestion. Even using major roads will have an impact on people living and working in the area; I would like rail to be considered to reduce these problems.

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2019/4700/HS2	Steven Christofi for the Refgent's Park Estate Tenants and Residents Association	17/10/2019 14:09:39	OBJ	<p>High Speed Rail Act 2017 Euston Approaches and Adelaide Road Worksites Schedule 17 Lorry Route Approval Application No: 2019/4700/HS2. Objection</p> <p>Our concerns</p> <p>Para 3.7.43 of the written statement has an average 540 daily lorry trips in and out of the Euston Approaches worksite at Granby Terrace, rising to 706 in peak times. It does not specify volumes for individual roads. These numbers are however detailed in the Environmental Statement that is part of the HighSpeed Rail Act 2017. For Stanhope St and Robert St this has an average 106 trips a day throughout the next three years of construction works with peaks of between 149 and 190 trips. To date no written change to these figures have been made.</p> <p>This is about one quarter of the proposed daily lorry trips in this application and equates to a lorry every 2 minutes at peak times, 4 minutes at off peak times along Stanhope St and Robert St.</p> <p>That's an awful lot of lorries running through the middle of a council estate. The Victoria line operates a similar frequency on a weekday afternoon. Our estate houses 6,000 people in 70 blocks in one of the most densely populated parts of Camden.</p> <p>This lorry route runs directly past 1,300 residents housed in 13 blocks with densities approaching 500 persons per hectare. Many of these people are socially and economically deprived. Census figures show that many have health problems and many are disadvantaged through education and ethnic make-up. The estate has twice the Camden average rate of elderly people.</p> <p>Some of our children are now reporting health problems which have been directly attributed by doctors to the existing building and roadworks on the estate.</p> <p>The route is only yards away from Netley primary school. The main walking route to/from the school is across the junction of Robert St and Stanhope St.</p> <p>The lorry route is also adjacent to the children's nursery between Augustus St and Stanhope St which has a roof playground overlooking Stanhope St.</p> <p>It runs past Stanhope Parade shops which has already seen a loss of business from demolitions and utility works. In the early evening this parade now has a derelict look with shops shut early and one boarded up for over a year now.</p> <p>We have been subject to building works since 2016 including replacement housing, HS2 utility works and demolitions, and British Land works on Triton Square. The noise, dust and pollution from all this activity is now a part of our lives. The associated traffic barriers, road closures and parking suspensions are now continuous and seem to be constantly moving around from one week to the next.</p> <p>Current council policies are trying to reduce air pollution for residents, reduce road casualties, and create sustainable housing environments. Allowing this application to run so many lorries through the middle of the</p>

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Regent's park Estate is an assault on these policies. Our policies.

The mitigations offered by HS2

The application written statement provides some idea of mitigations for all this but in our view these are not nearly enough.

The Route Wide Traffic Management Plan attached to this application gives the following mitigations for this lorry traffic.

- Speed hump modifications (within the Regents Park Estate and along Park Village East) such as speed cushions to reduce noise associated with 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.

Replacement of Speed Humps with Cushions.

Request

The applicant should detail these traffic calming alterations proposed and show what impacts these changes will have for the estate.

Reasons

- motorbikes and cyclists can ignore speed cushions. Both can veer into the middle of the road placing them in danger from passing vehicles and oncoming vehicles.
- HS2 lorries can also ignore them and would have nothing to slow them down.
- speed reductions for all traffic is slightly less than for humps.

The road casualty rate will increase. Today the rate is low with just 1 slight casualty on Stanhope/Robert St per 3 yr period, showing the continued success of existing traffic calming. With cushions and the addition of HS2 lorry traffic this will increase.

A 10mph restriction must be part of the applicant's proposals, not just a possibility.

Robert St Signal Junction and right turn out of Robert St onto Hampstead Road.

Request

Approval of this Sch 17 should be subject to Camden, as highway authority, being satisfied that no significant increase in through traffic across the Regent's Park Estate is likely.

Reasons.

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• Traffic that used to run along Park Village East and Granby Terrace before these roads were closed off amounted to about 3,000 a day (from the Environmental Statement -ES).

This new right turn will allow the wholesale transfer of this traffic stream onto Robert St raising traffic levels from the current 4,000 vehicles a day (ES) to 7,000. •

Signalling this junction inevitably brings extra queuing of traffic along Hampstead Road and Robert St with all the associated pollution and congestion, but these plans also bring a rise in road casualties.

In the 3 year period to date this junction has seen 7 road casualties. 6 involving cyclists with 1 resulting in a serious injury.

With an increase in through traffic and the HS2 lorries, casualties will increase. For cyclists they will be more severe with life threatening injuries from the increased number of HGV's crossing their path.

The ROMIS (Route Management and Safety Plan) attached to this application shows a preliminary design for this new signalled junction. The removal of the northbound cycle lane shown is not helpful.

The Haul Road.

Para 3.7.12 of the written statement provides for a haul road from the site direct onto Hampstead Road but suggests that it may not be available for the main works. It proposes a possible lay-by in that event.

Request

The installation of the Haul Road and its associated junction with Hampstead Road, must be in place before the works relating to this application begin and the lorries start to roll.

The lay by suggested for the main works must also be in place before the Haul Road is removed for the main works. In both cases a junction with Hampstead Road including a right turn is essential to avoid using the Harrington Square loop.

Lorry Routes from Lorry Holding Area to Worksite.

Para 3.7.26 of the written statement says that all lorries from the holding area by the Zoo will use the main road network (TLRN) from the holding area to the worksite, ie around the Regent's Park Estate via Albany Street, Euston Rd and Hampstead Road. It also says that rigid lorries of between 3.5t and 7.5t (trailers etc.) will short cut through the heart of the estate from Albany St along Robert St, to Stanhope Street.

Request

The use of Robert Street west for these lorries should not be allowed.

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Reason

These LGV rigids cause just as much noise, pollution and danger for people as heavier lorries. They must use the main road (TLRN) route described for HGV's.

Request

All HS2 Vehicles should have 'HS2' clearly displayed to enable proper and robust monitoring and enforcement.

Reason

These identification signs have been lacking during the current works even though they are mandatory as part of the HS2 Act.

Other issues

Parking

Para 2.6.1 says there will be no impact on local parking during the construction works, except for utilities works and deliveries. Surely if a road train is to operate through the Regent's Park Estate this can only be achieved by removing all the residents parking along this road. That's about 40 resident spaces.

Severance

Not only is all parking removed but the associated barriers normally associated with HS2 works on the estate will introduced severance for residents and access problems for emergency services.

The application has not shown how these severance and access problems will be mitigated. In various working groups HS2 have promised to limit these barriers to no more than 100m but in practice this has not happened.

Crime

The amount of sign clutter and barriers associated with existing works already creates an environment that encourages fly tipping and low-level crime. They are also often a physical danger to pedestrians. This application will only lead to more of the same. HS2 should demonstrate how they are to design and police these works to ensure a good townscape is maintained.

Materials by Rail

Para 3.5.1 says that Materials by Rail is to be progressed for the construction of Euston Station only. This is not an acceptable position for the residents of the Regent's Park Estate. It is difficult to appreciate that somehow its cheaper for HS2 to run all these lorries, replace our traffic calming and install new signalled junctions rather than put in a small rail siding at the worksite.

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Separation of approval for Lorry Routes to Worksites and Worksite Access points.

Para 3.7.20 says the locations of the site access/egress gates are not part of the Schedule 17 request for approval but will be secured separately under Schedule 4 of the HS2 Act.

Request

Since the location of these access points is therefore presented for context and information purposes any approval for this Sch 17 submission should be subject to the Sch 4 approval. as the one is dependent on the other.

Conclusion

We have asked for certainty on many mitigations, the 10mph speed restriction, the actual number of lorries proposed, putting in the haul road, and using rail. Our view is that this application is premature. The mitigations HS2 have put forward have not been worked up sufficiently to address worries on our children's health and physical safety, on our most vulnerable residents, on crime and our townscape as a whole. A decision to allow HS2 to operate their lorries along Stanhope Street/Robert St should be deferred. If our concerns cannot be adequately addressed, we see no alternative but to remove our streets from this application altogether.

Regent's Park Estate Tenants and Residents Association.

Application No:	Consultees Name:	Received:	Comment:	Response:
2019/4700/HS2	Helen Bryan	17/10/2019 22:57:48	OBJ	

I object to the proposed lorry route on Park Village East for the following reasons:

1. I have lived at No 30 Park Village East since 1980 and am familiar with the effects of large vehicles on the street and on the historic properties on the west side of Park Village East .
2. Except for the PVE Studio at the top of PVE, used for shooting advertisements and art exhibitions, PVE is a quiet and entirely residential street unsuitable for the number of heavy goods and construction vehicles as proposed.
3. Properties from No 2 -No 36 are Grade II * Listed Nash buildings are within the Regents Park Conservation Area, All these historic properties are very close to the street, are fragile, and most have suffered subsidence. No 30 has been underpinned twice , No's 32 and 34 have been buttressed from the rear, and other properties have required partial underpinning.
4. Subsidence in the street is visible and has been for years, despite repairs to the road and pavements being carried out from time to time. The subsidence is ongoing. The pavement is visibly separating from the road in many places, the pavement on the east side dips dangerously and slopes at an angle towards the road, and many of the front walls have bad cracks, are separating from the pavement and/or have pillars leaning or visibly out of line. The street is unsuitable for heavy vehicle use, which will worsen the existing problem
5. There are speed bumps to control traffic, but we know from years of experience that this does not necessarily slow down all traffic. Even at slow speed, a heavy vehicle crossing a speed bump causes our house and others to vibrate. The impact of hundreds of lorries crossing speed bumps each day would be likely to cause serious damage to already fragile properties that are built on footings, not foundations, and are especially sensitive to vibration.
- 6 All the above points have been extensively documented in residents' evidence before Select Committees on HS2 in the House of Commons and House of Lords. Extensive evidence was also given before those Committees that many residents are elderly and suffer from serious and worsening asthma . Any increase in air pollution of top of the already unacceptable levels would be dangerous. We have observed that construction lorries often pull over on PVE and remain with engines running for long periods of time, eating lunch, running air conditioning in the hot weather the last two summers, or heaters in winter, adding considerably to pollution levels in the immediate area.
7. Pollution emanating from lorries is also contra- indicated for the elderly residents of Richmond House at the southern end of PVE , the children for whom PVE is a regular daily route to different schools in the area, and indeed for any pedestrians on this major route between the housing estates on the southern end of PVE to the transport and shops in Camden Town via Mornington Bridge.
- 8 As the major pedestrian route between a densely residential area and Camden Town, it is unsuitable for heavy construction traffic. Elderly people, sometimes in motorised scooters, children walking to school, small children on scooters and bicycles who are too young to have good control, mothers with push chairs and sometimes other small children, and other vulnerable and sometimes slow moving pedestrians on the pavement must cross and recross the road. Construction traffic would pose a significant and unwarranted danger.
9. I ask this application be refused and construction traffic be re routed to a more suitable location where it will not pose a danger to residents, the environment and fragile Listed buildings

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2019/4700/HS2	Colin Gledhill	18/10/2019 09:05:36	COMMNT	<p>Whilst UCLH supports projects of national significance, we need to ensure that we mitigate the risks to the hospital and our patients and would like to put a holding objection on the application pending further dialogue with HS2 to clarify the following:</p> <p>The daily volume and numbers per hour of vehicles using the Grafton loop</p> <p>Measures to mitigate the use of the Grafton Loop</p> <p>Assurance that the additional vehicle movements will not cause congestion on the top part of Gower Street once Gower Street goes 2 way as a result of the West End Project</p> <p>Assurance that there will be no material impact on blue light, patient transport or pedestrian traffic to UCH campus having regard to the recent opening of UCLH Phase 5 and the Autumn 2020 opening of UCLH Phase 4.</p>
2019/4700/HS2	Kate Ferguson	18/10/2019 09:08:49	OBJ	<p>OBJECTION</p> <p>I OBJECT to planning application 2019/4700/HS2 on environmental grounds in that a huge increase of diesel lorries emitting NOx and PM10, hundreds of HGV journeys daily in a densely populated residential area with 3 schools will hugely increase CO2 emissions adversely affecting the health of current and future generations. I object to the removal to the refusal of HS2 to use this opportunity to shift demolition/excavation/building material from HGVs to rail, thus protecting the health of current residents and unborn children. I object to the removal of ban to right turn from Robert Street onto Hampstead Road when a new haul road from Silverdale/Granby Terrace area could be created and cause less pollution, and congestion. Camden has committed to reducing CO2 emissions to address the climate crisis, now please work with the Regents Park community to deliver early action to prevent further health inequalities.</p>
2019/4700/HS2	Rahel Reeves-Saad	17/10/2019 21:56:57	OBJ	<p>Every day I have to walk to my secondary school facing the dangers of traffic and the long term pollution damage on our bodies now and for future generations. HS2 proposes to have over 200 lorries everyday on our small roads, how should I be able to study? How can I relax? Air pollution is already a crisis, what does it mean for our area's pollution rates? This proposal HS2 plans to carry out is unfair on the whole community living on the Regent's Park estate, especially on the youth. We are vulnerable and accidents easily happen, and the same goes for the elderly community. HS2 has already proven to be a failed plan, wasting and overspending money, causing people to lose their homes and there's constant noise and danger. Ask yourselves, is it fair that a whole community should suffer for an unnecessary train or for one person to become extremely wealthy?</p> <p>Thank you for listening to my thoughts on this.</p>
2019/4700/HS2	Penny Jones	17/10/2019 22:27:38	OBJ	<p>I object totally.</p> <p>Number of lorries far too great . At least 2/3 could go by rail if properly planned. given that HS2 reputedly has researched this I cannot understand why it is using so many residential roads.</p> <p>Also a couple of routes will</p> <p>Undoubtably disrupt public transport st a time when tesidents are being told to take it & leave cars behind.</p>

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2019/4700/HS2	Penny Jones	17/10/2019 22:27:54	OBJ	<p>I object totally. Number of lorries far too great . At least 2/3 could go by rail if properly planned. given that HS2 reputedly has researched this I cannot understand why it is using so many residential roads. Also a couple of routes will Undoubtably disrupt public transport st a time when tesidents are being told to take it & leave cars behind.</p>
2019/4700/HS2	Penny Jones	17/10/2019 22:28:11	OBJ	<p>I object totally. Number of lorries far too great . At least 2/3 could go by rail if properly planned. given that HS2 reputedly has researched this I cannot understand why it is using so many residential roads. Also a couple of routes will Undoubtably disrupt public transport st a time when tesidents are being told to take it & leave cars behind.</p>