



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

**HS2 Ltd**

**London Borough of Camden**

**Schedule 17 Construction Lorry Route – ROMIS  
Statement**

**Consent Register Reference Number: LBC.LR.05**

Revision Key:

P = Preliminary Documents/Drawings – P01, P02, P03  
C = Contractual Documents/Drawings – C01, C02, C03  
X = As Built Mark-Up Drawings – X01, X02, X03  
Z = As Built Record Drawings – Z01, Z02, Z03

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|          |            |            |             |                             |                        |

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## Abbreviations

| Abbreviation   | Definition   |
|----------------|--|
| CoCP           | Code of Construction Practice  |
| EMR            | Environmental Minimum Requirements                                   |
| ES             | High Speed 2 Environment Statement                                   |
| HS2            | High Speed 2 Phase 1   |
| HGV            | Vehicles over 3.5t   |
| LTMP           | Local Traffic Management Plan  |
| NRSA           | New Roads and Street Works Act 1991                                  |
| ROMIS          | Route Management, Improvement and Safety plan                        |
| RTMP           | Route Wide Traffic Management Plan                                   |
| Sch. 4         | Schedule 4 of the High Speed Rail (London – West Midlands) Act 2017  |
| Sch. 17        | Schedule 17 of the High Speed Rail (London – West Midlands) Act 2017 |
| Sch. 33 part 1 | Schedule 33 of the High Speed Rail (London – West Midlands) Act 2017 |
| SRN            | Strategic Road Network – roads managed by Highways England           |
| TfL            | Transport for London   |
| TLG            | Traffic Liaison Group  |
| TLRN           | Transport for London Road Network                                    |
| TMA            | Traffic Management Act 2004  |
| TRO            | Traffic Regulations Order  |
| U&As           | Undertakings and Assurances  |

# 1. Related Documentation

## The High Speed Rail (London – West Midlands) Act

1.1.1 The Act makes a number of provisions related to traffic management or highway safety associated with the delivery of the Project.

- Schedule 4 Part 1 – highway access (temporary and permanent)
- Schedule 4 Part 2 – highway interference (permanent stopping up, permanent obstruction, temporary interference, streetworks)
- Schedule 4 Part 2 – construction and maintenance of new or altered highways
- Schedule 24 – street works and permit schemes
- Schedule 25 – Traffic Regulation Orders (and vehicle removals)
- Schedule 26 – lorry ban orders
- Schedule 33 Part 1 – protective provisions for highways and traffic

## Environmental Statement

1.1.2 The Environmental Statement and supplementary environmental statements (collectively referred to as the ES) accompanied the deposit of the hybrid Act and its additional provisions for Phase 1 of HS2 for the proposed scheme.

1.1.3 Volume 5 of the HS2 Phase 1 environmental statement included a section on traffic and transport and was published in November 2013:

- The transport assessment that assesses the traffic and transport effects of the Phase 1 of HS2 on all relevant modes of transport, including cars, goods vehicles, public transport, equestrians, walking and cycling, waterways and air
- Potential transport mitigation measures that might be necessary to address significant adverse effects
- Maps showing the significant residual transport effects from Phase 1

1.1.4 The ES identifies predicted significant adverse effects. The General Principles document sets out that the Project cannot create new significant adverse effects and that there is a general requirement to reduce the environmental effects of the Project.

## Route-wide Traffic Management Plan (RTMP)

- 1.1.5 The RTMP sets out how HS2 will manage the flow of construction traffic, the safety of vehicles and drivers, workforce, temporary traffic management measures and highway asset protection during the delivery of Phase 1 of HS2.
- 1.1.6 It incorporates commitments from various documents prepared to support the passage of the High Speed Rail (London – West Midlands) Act through Parliament. In particular:
- The CoCP sets out a number of requirements for the management of traffic and transport during the construction of HS2 Phase 1. Many of these requirements sit at a route-wide level and these requirements have been divided into topic specific areas which form the chapters of the RTMP.
  - The register of U & As to the House of Commons Select Committee and House of Lords Select Committee, where these relate to traffic and are also applicable on a route-wide basis.
- 1.1.7 The RTMP sets out how environmental controls will be applied, the effects of which will not be lessened in subsequent updates to the RTMP in accordance with the principles set out in Information Paper E1: Control of Environmental Impacts.

## Key Contacts

- 1.1.8 The key contacts for this document are:

Rick Smith (RS)

Logistics Manager

Ricky.Smith@csjv.co.uk

## 2. Route management, improvement and safety plan (ROMIS)

### Purpose

- 2.1.1 This ROMIS plan will be submitted for information alongside Sch. 17 application for approval of the lorry routes set out in the ES (or other routes, as discussed as a part of the pre-application discussions) prior to the commencement of Main Station Early Works.
- 2.1.2 The purpose of this ROMIS plan is to:
- Set out the routes to be approved
  - Consider what, if any, physical changes are necessary to enable use by heavy construction vehicles
  - Confirm that the measures related to safety and the free flow of traffic have been considered and, as necessary, mitigated in the proximity of the construction access points
- 2.1.3 The plan includes measures that may be considered necessary for the movement of heavy goods vehicles (HGVs) and include the proposed measures which will be subject to highway consultation and, as necessary, approvals. No measures for accessibility have been identified on A class roads.
- 2.1.4 Should new lorry routes be proposed these will be subject to a further Sch. 17 application.
- 2.1.5 Should there be a requirement to implement improvement works within this ROMIS plan they will be subject to consultation with the relevant highway authority and will be reported at local TLG meetings, as necessary.
- 2.1.6 Vehicles will travel along the A501 Euston Road and the A400 Hampstead Road and utilise the loop at Great Portland Street to enable access/egress from/to the east of the city.
- 2.1.7 This therefore leads to the conclusion that no works of any form are required to meet the requirements for the issue of a full ROMIS.

## 3. Goods vehicle routes to be approved

### Schedule of routes

- 3.1.1 Appendix 1 shows all the routes within the London Borough of Camden that are to be used as part of the lorry route network. This is for all vehicles coming to the construction compound.

### Traffic flows

- 3.1.2 All vehicles will use the TLRN in order to access the construction compound and egress via Melton Street on to the TLRN.
- 3.1.3 All vehicles will be managed through a vehicle management system (VMS), as described within S. 4 of the RTMP. There is no requirement to use a holding area due to low volumes.



## 4. Accessibility for HGVs

### Site access

- 4.1.1 Access and egress points for HGVs are the ones currently in use by the EWC CSJv as applied for in their LTMP and Sch. 17 applications.

| Compound | Required works | Capacity needs | Safety requirements | Details                 |
|----------|----------------|----------------|---------------------|-------------------------|
| NTH      | None           | None           | None                | Site established by EWC |

## 5. Undertakings and Assurances (U&As)

### General route-wide Undertakings and Assurances

5.1.1 The table below list the general route-wide U & As:

| U&A Reference ID | To whom | Subject                     | U & A Text   |
|------------------|---------|-----------------------------|--|
| 52               | General | Roads                       | In some places, road diversions or realignments may be required to connect with a new crossing over or under the railway. Where reasonably practicable these will adopt the shortest routes consistent with design and safety requirements. As well as aiming to minimise the impacts on vehicular traffic, the needs of non-motorised users (i.e. pedestrians, cyclists, equestrians) have also been considered when developing new road layouts. |
| 67               | General | Traffic management proposal | Some traffic management proposals may require Traffic Regulation Orders under the Road Traffic Regulation Act 1988 to cover measures such as the introduction of one-way streets, banned turns, and temporary speed limits. These will be discussed at the liaison meetings. Applications for these orders will be made to the relevant traffic authority and advertised locally in the normal way.  |

## Specific Undertakings and Assurances related to lorry routes in London Borough of Camden

5.1.2 Below are the U & As that affect the proposed lorry routes:

| U&A Reference ID | U & A Text   |
|------------------|--|
| U & A No. 1113   | <p>The Secretary of State will require the nominated undertaker to prepare and maintain an Route Management, Improvement and Safety Plan (ROMIS) as set out within the Route-wide Traffic Management Plan prepared in accordance with the Code of Construction Practice. The objective of the ROMIS plan will be to demonstrate that the traffic grounds for refusal of a route as set out in Schedule 16 to the Bill have been appropriately considered. The ROMIS plan shall:</p> <ul style="list-style-type: none"><li>• Set out the construction routes to be approved in accordance with the Schedule 17 to the Bill</li><li>• Consider what physical changes to the highway and other land are necessary to enable use by Large Goods Vehicles</li><li>• Confirm that the measures related to safety and free flow of traffic have been considered and, as necessary, mitigated in the proximity of the construction access points</li></ul> |

# Appendix A

## Schedule 1:

### List of roads to be used as lorry routes

| ROADS FOR APPROVAL             |                                |                              |                     |
|--------------------------------|--------------------------------|------------------------------|---------------------|
| Road name                      | Start point<br>(junction with) | End point<br>(junction with) | Authority           |
| Melton Street                  | Cardington Street              | A501 Euston Road             | LB Camden           |
| A4201 Osnaburgh<br>St./Terrace | A4201 Albany St.               | A501 Euston Road             | City of Westminster |
| Great Portland Street          | A501 Euston Road               | A501 Euston Road             | City of Westminster |

## Schedule 2:

### List of structures/restrictions located on or near lorry routes

| Road name                       | Start point<br>(Junction<br>with/feature | Restriction<br>feature | Restriction<br>type  | Restriction<br>details | Authority | Comments |
|---------------------------------|--|------------------------|----------------------|------------------------|-----------|----------|
| A501 Euston Road<br>(Westbound) | Melton Street                            | Vehicle<br>manoeuvre   | Vehicle<br>manoeuvre | No right turn          | TfL       |          |

## Appendix B – Plan of Lorry routes

The following document is provided for approval with the Written Statement.

| Document Ref:                            | Title:   |
|--|--|
| 1EW02-CSJ-TP-DGA-S003_S11_000001 REV C02 | Melton Street – LU -Sub Station Overall Lorry Route Plan |