

## 1CP01

# Schedule 17 Construction Lorry Route – ROMIS Statement

**Document no: 1CP01-MDS-CL-PLN-S003-000012**

Work Package Ref:

Revision	Author	Reviewed by	Approved by	Date	Revision Details
P01	A. Boughtflower	S. Palermo	M. Woodhouse	March 2020	
C01	A. Boughtflower	A. Laban	D. Demolder	11/05/2020	Revised Template for Submission
C02	V. Ward	A. Boughtflower	A. Laban	22/06/2021	Updated to include all scope transfer works compounds

STAKEHOLDER REVIEW REQUIRED (SRR)	PURPOSE OF SRR
<div><input type="checkbox"/> COUNTY/DISTRICT/LONDON BOROUGH COUNCIL</div> <div><input type="checkbox"/> LOV</div> <div><input type="checkbox"/> LUL</div> <div><input type="checkbox"/> NRL</div> <div><input type="checkbox"/> TFL</div> <div><input type="checkbox"/> UTILITIES COMPANY</div> <div><input type="checkbox"/> OTHER .....</div>	<div><input type="checkbox"/> ACCEPTANCE</div> <div><input checked="" type="checkbox"/> APPROVAL</div> <div><input type="checkbox"/> NO OBJECTION</div> <div><input type="checkbox"/> CONSENT</div>

# Contents

<b>1</b>	<b>Related Documentation .....</b>	<b>4</b>
1.1	The High Speed Rail (London – West Midlands) Act .....	4
1.2	Environmental Statement .....	4
1.3	Route-wide Traffic Management Plan (RTMP) .....	5
1.4	Key Contacts .....	5
<b>2</b>	<b>ROMIS .....</b>	<b>6</b>
2.1	Purpose.....	6
<b>3</b>	<b>Goods vehicle routes to be approved.....</b>	<b>7</b>
3.1	Schedule of routes.....	7
3.2	Traffic flows .....	7
<b>4</b>	<b>Accessibility for HGVs .....</b>	<b>8</b>
4.1	Site access .....	8
<b>5</b>	<b>U &amp; As.....</b>	<b>9</b>
5.1	General route-wide assurances .....	9
5.2	Specific U & As related to lorry routes in the London Borough of Camden .....	9
	<b>Appendix A.....</b>	<b>10</b>
	Schedule 1 – List of roads to be used as lorry routes .....	10
	Schedule 2 – List of structures/restrictions located on or near lorry routes .....	10
	Appendix B – Lorry routes .....	11

# Abbreviations

Abbreviation	Definition
CoCP	Code of Construction Practice
EMR	Environmental Minimum Requirements
ES	High Speed 2 Environment Statement
EWC	Enabling Works Contractor
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 (the 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

### 1.1 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

### 1.2 Environmental Statement

1.2.1 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.

1.2.2 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

1.2.3 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.

## 1.3 Route-wide Traffic Management Plan (RTMP)

- 1.3.1 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.
- 1.3.2 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.
- 1.3.3 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.

## 1.4 Key Contacts

- 1.4.1 The key contacts for this document are:

Harvey Thomas 07818 040896

Logistics Lead harvey.thomas@macedragados.com

## 2 ROMIS

### 2.1 Purpose

- 2.1.1 Revision C01 of the ROMIS plan was 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 the Main Station Early Works. This ROMIS plan (Revision C02) has been updated to include the works compounds associated with the LU Traction Substation package of works, NTH North and Melton Street Satellite compounds.
- 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**

#### **3.1 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.

#### **3.2 Traffic flows**

- 3.2.1 All vehicles will use the TLRN in order to access the construction compound and egress via Melton Street on to the TLRN.
- 3.2.2 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

### 4.1 Site access

- 4.1.1 The proposed lorry routes have previously been approved by the London Borough of Camden for the worksite compounds listed in **Table 4.1** below (2018/0438/HS2, 2020/1321/HS2, 2020/3350/HS2 and 2020/2355/HS2) and are therefore considered to suitable to accommodate HS2 construction traffic.
- 4.1.2 The proposed access and egress points for HGVs are also those currently in use by the EWC CSJV and MDJV. These comprise 1 no. access point located to the north of the National Temperance Hospital (NTH) South Compound site (the site), and 1 no. egress point to the south. Vehicles will access the northern access point to the site *via* the A400 Hampstead Road and Cardington Street and will access the relevant works compound *via* the permanently stopped up section of Cardington Street. This leads onto an internal haul road running north-south across the site that connects back onto the permanently stopped up section of Melton Street. They will then continue along the permanently stopped up section of Melton St and egress the site *via* Melton Street to the south.
- 4.1.3 It is envisaged that routes to the site will follow the TLRN, which is represented by the A501/Euston Road (westbound) closest to the site and the A400 Hampstead Road. There will be a one-way access loop operating in a clockwise direction between the entry points on the A400 Hampstead Road, via Cardington Street and through the NTH site. LGV egress from all gates will be directly onto Melton Street, before heading south towards the A501/Euston Road, representing the nearest part of the TLRN Network which will in turn provide connection to the special / trunk road network.

**Table 4.1 List of Works Compounds**

Compound	Required works	Capacity needs	Safety requirements	Details
National Temperance Hospital (NTH) North Compound	None	None	None	Site established by EWC
National Temperance Hospital (NTH) South Compound	None	None	None	Site established by EWC
Calumet Works Compound (LU Traction Substation and Shaft)	None	None	None	Site established by EWC
Wolfson Works Compound (LU Traction Substation and Shaft)	None	None	None	Site established by EWC
Melton Street Satellite Compound	None	None	None	Site established by EWC



## 5 U & As

### 5.1 General route-wide assurances

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

U&A 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.

### 5.2 Specific U & As related to lorry routes in the London Borough of Camden

5.2.1 Below are the U & As the affect the proposed lorry routes:

U&A ID	U & A Text
U & A No. 1113	<p>The Secretary of State will require the nominated undertaker to prepare and maintain a Route Management, Improvement and Safety Plan (ROMIS) as set out within the Route-wide Traffic Management Plan prepared in accordance with the Code of Construction Practice. The objective of the ROMIS plan will be to demonstrate that the traffic grounds for refusal of a route as set out in Schedule 16 to the Bill have been appropriately considered. The ROMIS plan shall:</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 (junction with)	End point (junction with)	Authority
A400 Hampstead Road	A501 Euston Road	Cardington Street	Transport for London
Cardington Street	A400 Hampstead Road	Cardington site access gates	LB Camden
Melton Street	Cardington Street	A501 Euston Road	LB Camden
A4201 Osnaburgh Street / Osnaburgh 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 (Junction with/feature)	Restriction feature	Restriction type	Restriction details	Authority
A501 Euston Road (Westbound)	Melton Street	Vehicle manoeuvre	Vehicle manoeuvre	No right turn	TfL
A501 Euston Road (Westbound)	A400 Hampstead Road	Vehicle manoeuvre	Vehicle manoeuvre	No right turn	TfL
A501 Euston Road (Eastbound)	Melton Street	Vehicle manoeuvre	Vehicle manoeuvre	No left turn	TfL

## Appendix B – Lorry routes

### B1: Route to site from the M4/A4/M40/A40/A501

#### KEY

HGV route towards site entrance



HGV route following site egress



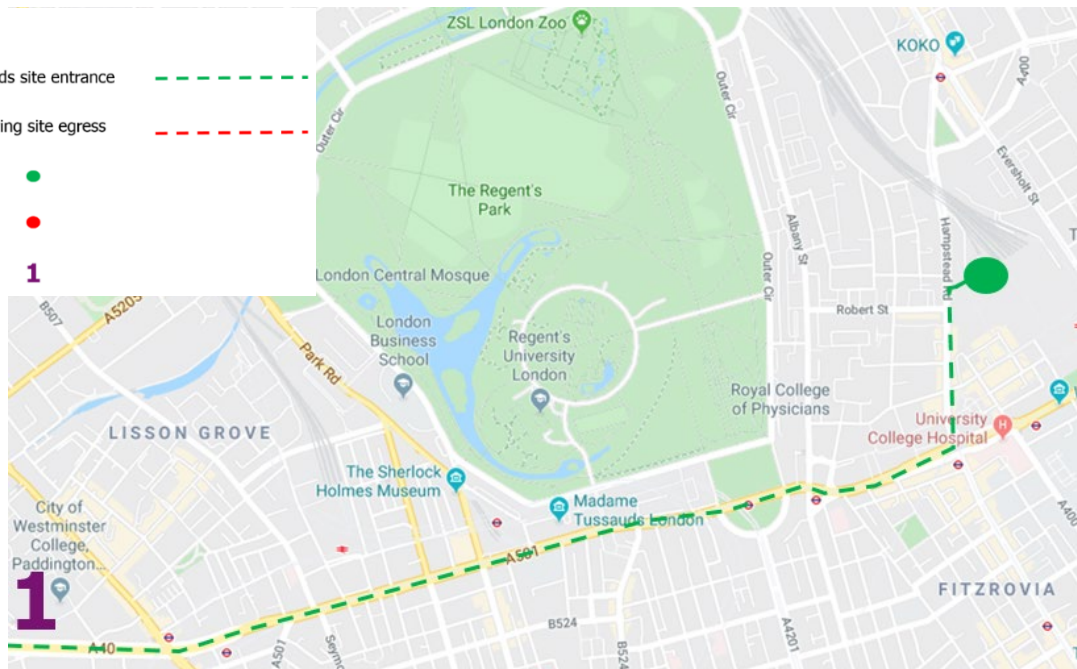
Site entrance



Site exit



Start of journey



### B2: Route from site to the M4/A4/M40/A40/A501

#### KEY

HGV route towards site entrance



HGV route following site egress



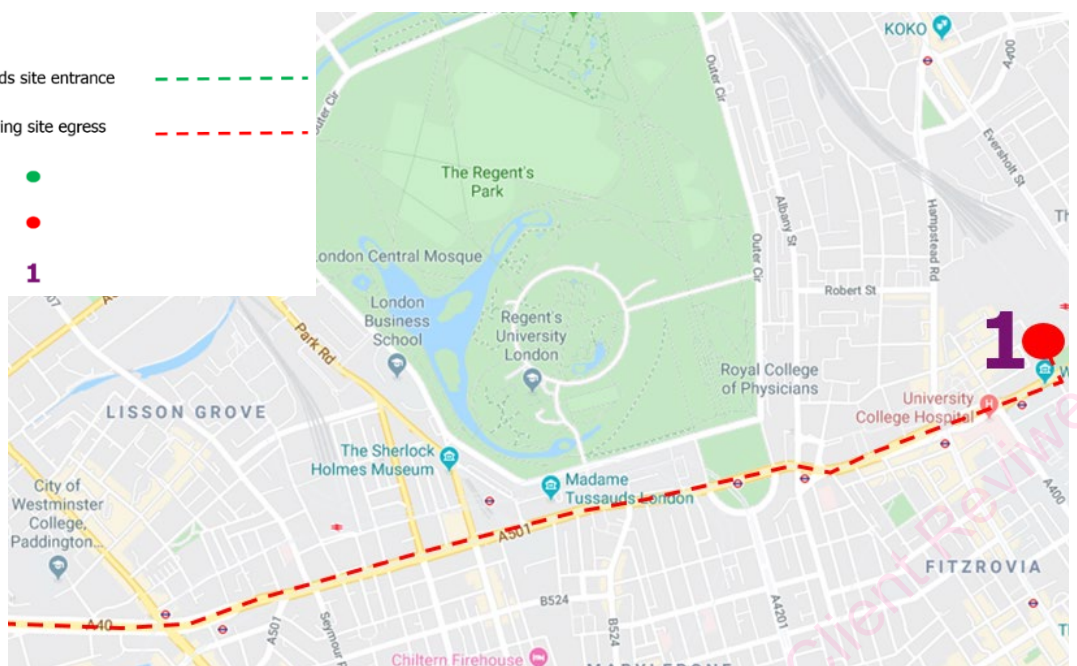
Site entrance



Site exit



Start of journey



**SECURITY CLASSIFICATION – OFFICIAL**

**Mace Dragados** | 22 Jun 2021

Template Ref: 1CP01-MDS-CL-PLN-S003-000012

Rev: C02

**UNCONTROLLED WHEN PRINTED**

### B3. Route to site from the M1/A406/A1/A501

#### KEY

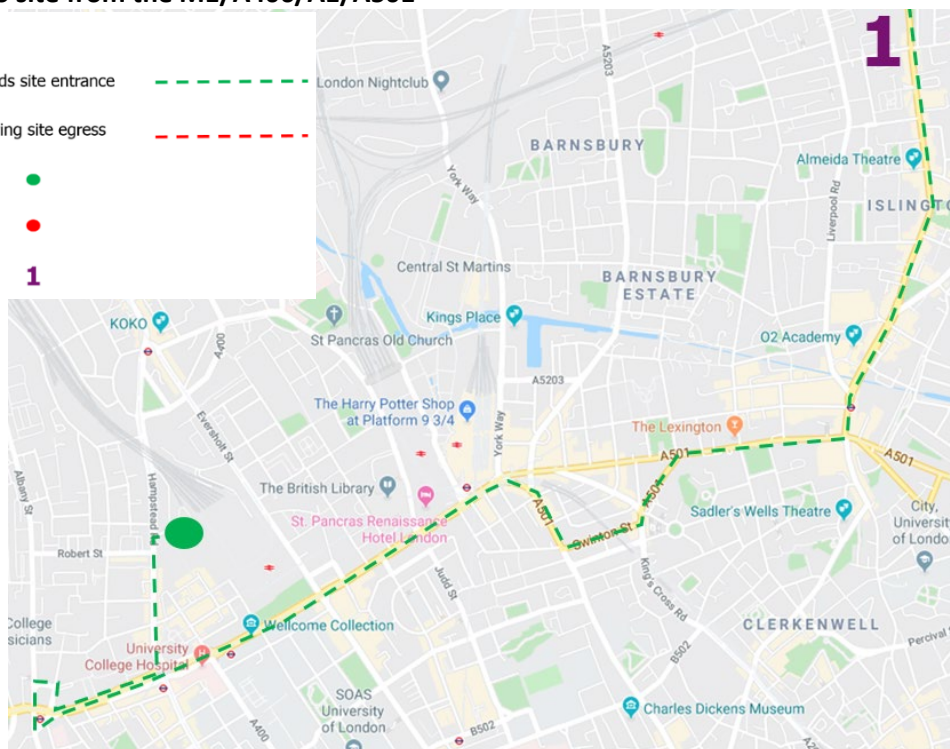
HGV route towards site entrance

HGV route following site egress

Site entrance

Site exit

Start of journey



### B4. Route from site to the M1/A406/A1/A501

#### KEY

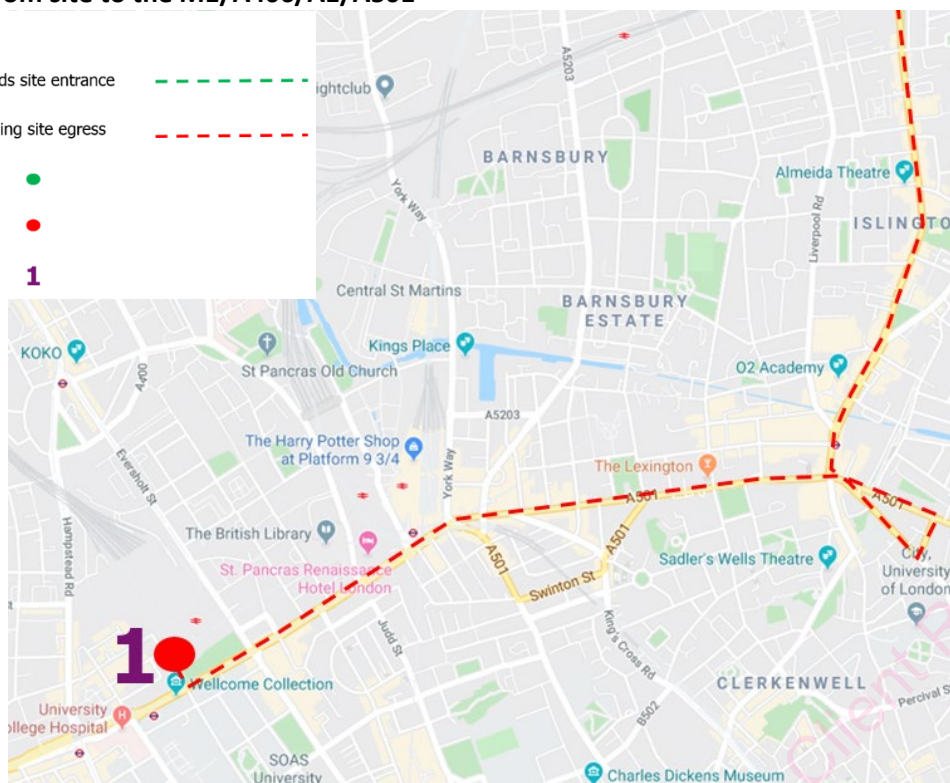
HGV route towards site entrance

HGV route following site egress

Site entrance

Site exit

Start of journey



**SECURITY CLASSIFICATION – OFFICIAL**

**Mace Dragados** | 22 Jun 2021

Template Ref: 1CP01-MDS-CL-PLN-S003-000012

Rev: C02

**UNCONTROLLED WHEN PRINTED**