

# Route Management, Improvement & Safety Plan

Document No. 1CP01-MDS-CL-PLN-S003-000012

Work Package No. n/a

Revision	Author	Checked by	Approved by	Accepted by (Not HS2)	Date approved	Revision Details
P01	Adrian Boughtflower	S. Palermo	M. Woodhouse	n/a	March 2020	-
C01	Adrian Boughtflower	A. Laban	D. Demolder	n/a	11/05/2020	Revised Template for submission
C02	Vicky Ward	Adrian Boughtflower	A. Laban	n/a	22/06/2021	Updated to include all scope transfer works compounds
C03	Velimir Micic	Alistair Laban	Clive Colman	n/a	12/09/2022	Updated for Interim Phase

## STAKEHOLDER REVIEW REQUIRED (SRR)

- COUNTY/DISTRICT/LONDON BOROUGH COUNCIL
- LOV
- LUL
- NRL
- TFL
- UTILITIES COMPANY
- OTHER .....

## PURPOSE OF SRR

- ACCEPTANCE
- APPROVAL
- NO OBJECTION
- CONSENT

# Contents

<b>1</b>	<b>Related Documentation</b>	<b>3</b>
1.1	The High Speed Rail (London – West Midlands) Act	3
1.2	Environmental Statement	3
1.3	Route-wide Traffic Management Plan (RTMP)	4
1.4	Key Contacts	4
<b>2</b>	<b>ROMIS</b>	<b>5</b>
2.1	Purpose	5
<b>3</b>	<b>Goods vehicle routes to be approved</b>	<b>7</b>
3.1	Schedule of routes	7
3.2	Heavy Goods Vehicles (HGV) Route Plans	7
3.3	Traffic flows	7
<b>4</b>	<b>Accessibility for HGVs</b>	<b>8</b>
4.1	Traffic Regulation Orders (TROs)	8
4.2	Site access	9
<b>5</b>	<b>Undertakings and Assurances (U&amp;As)</b>	<b>11</b>
5.1	General route-wide assurances	11
5.2	Specific U & As related to lorry routes in the London Borough of Camden	11
<b>Appendix 1</b>		<b>12</b>
	Schedule 1 - List of Roads to be used as lorry routes	12
	Schedule 2 – List of structures/restrictions located on or near lorry routes	14
<b>Appendix 2 - Euston Station Area Wide Lorry Routes for Approval Overview Plan</b>		<b>15</b>

# Abbreviations

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:

Logistics Lead

Mob: 07587937350

Clive Colman

Email: [clive.colman@macedragados.com](mailto:clive.colman@macedragados.com)

## 2 ROMIS

### 2.1 Purpose

- 2.1.1 This revision of the ROMIS plan is to be submitted for information alongside Interim Phase Schedule 17 application for approval of the lorry routes set out in the Environmental Statement (or other routes forming part of the application and as discussed as a part of the pre-application discussions) prior to the commencement of the Early Main Station Works. The plan applies to the National Temperance Hospital (NTH) Main Works Compound, and the following satellite compounds: NTH North (Zone 5), Cobourg Street (Traction Sub-Station), Melton Street (Two Towers), Euston Square Gardens (East) and Euston Square Gardens (West).
- 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.
- 2.1.4 The use of the proposed routes described in Section 3 for all categories of HGV traffic will not require works of any form to meet the requirements for the issue of a full ROMIS.
- 2.1.5 In response to the local planning authority's request to include proposed lorry routes between potential local concrete suppliers located in Freight Lane and HS2's worksites at Euston, the scope of the plan has been increased to capture these. The use of the concrete routes as currently proposed will not require works of any form to meet the requirements for the issue of a full ROMIS.
- 2.1.6 Should new lorry routes be proposed these will be subject to a further Sch. 17 application.

- 2.1.7      Should there be a requirement to implement improvement works, current ROMIS plan will be updated in consultation with the relevant highway authority and will be reported at local TLG meetings, as necessary.
  
- 2.1.8      This ROMIS does not include any measures for improvement of journey times.

## 3 Goods vehicle routes to be approved

### 3.1 Schedule of routes

- 3.1.1 Schedule 1 within Appendix 1 lists 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 and leaving from the construction compound.
- 3.1.2 Schedule 2 lists all of the structures and restrictions located on or near lorry routes.

### 3.2 Heavy Goods Vehicles (HGV) Route Plans

- 3.2.1 Plan showing lorry routes for the Euston Station works can be viewed in Appendix 2. This is inclusive of the potential route/s for concrete supplier at Freight Lane (approximate post code N1C 4AU).

### 3.3 Traffic flows

- 3.3.1 All vehicles will use the TLRN as much as possible in order to access and egress the construction compounds. Local Camden roads will be used for access and egress purposes such as Cardington Street, Melton Street, Churchway and Grafton Place.
- 3.3.2 Due to restrictions at the junction between the A400 Hampstead Road and A501 Euston Road, the Osnaburgh Loop will be used to facilitate vehicle movements to site from the east. Similarly, vehicles travelling eastbound on the A501 Euston Road are not permitted to turn left into A4200 Eversholt Street or Churchway. Vehicles wishing to access Euston Gardens (East) Satellite compound from the west will use the TLRN King's Cross loop and turn right at the junction between the A501 Euston Road and Churchway.
- 3.3.3 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 during Interim Phase.

Abnormal loads were also considered, and these will be subject to notification by the haulier as required by legislation. It is assumed that no long-term works or any highway modifications will be required for abnormal load accessibility.



# 4 Accessibility for HGVs

## 4.1 Traffic Regulation Orders (TROs)

4.1.1 The table below lists the TROs required to ensure HGVs can safely negotiate the lorry route network listed within Schedule 1 of Appendix 1 without contravention of the existing TROs on the network. Schedule 2 of Appendix 1 lists the structures and restrictions identified along or near the Environmental Statement (as amended) identified routes.

Location	TRO Details	Action Required
A501 Euston Road (westbound) to Great Portland Street	A signed 16.5t weight limit prohibition on A501 slip road restricts access for construction vehicles.	Removal of TRO for HS2 Traffic during the restricted hours of: Mon-Fri (Midnight – 7am, 9pm-Midnight) Sat (Midnight – 7am, 1pm – Midnight) Sun (at any time)
A501 Marylebone Road (eastbound) to Albany Street	A signed 16.5t weight limit prohibition on Marylebone Road near Albany Street restricts access for construction vehicles.	Removal of TRO for HS2 Traffic during the restricted hours of: Mon-Fri (Midnight – 7am, 9pm-Midnight) Sat (Midnight – 7am, 1pm – Midnight) Sun (at any time)
A501 Euston Road – A501 Slip Road towards Gower Street	A signed 16.5t weight limit prohibition on A501 Euston Road which restricts access for construction vehicles.	Removal of TRO for HS2 Traffic during the restricted hours of: Mon-Fri (Midnight – 7am, 9pm-Midnight) Sat (Midnight – 7am, 1pm – Midnight) Sun (at any time)

4.1.2 The existing TRO mentioned above on the network have been disapplied for HS2 construction vehicles as per the detail in the Route wide Traffic Management Plan.

## 4.2 Site access

### Existing Access Points

- 4.2.1 The proposed lorry routes have previously been approved by the London Borough of Camden for the worksite compounds listed in Table 4.1 below against relevant Schedule 17 applications and are therefore considered to be suitable to accommodate HS2 construction traffic.
- 4.2.2 The proposed access and egress points for HGVs are also those currently in use by MDJV. These comprise of:
- Access point/s within Cardington Street serving the NTH Main Compound, NTH North Satellite Compound, Melton Street Satellite Compound (Two Towers), Cobourg Street Satellite Compound (Traction Sub-Station) and future Euston Gardens (West) Satellite Compound. Stopped up section of Cardington Street serves as an internal haul road between site/s that connects back onto the permanently stopped up section of Melton Street.
  - Access point from TLRN and into Northern section of NTH Northern Compound (Zone 5) via Gate 18
  - Egress points are from Melton Street onto TLRN and Cardington Street also onto TLRN. Most of Melton Street is stopped up apart from the section between site gate and A501 Euston Road which will also be stopped up upon Euston Gardens East Interim Taxi Rank commissioning.
  - Egress from Gate 18 and onto TLRN
  - Access point for Euston Gardens East Satellite Site within Euston bus station accessed from internal road of bus station at the junction with Eversholt Street.
  - Egress point from Euston Gardens East Satellite Site within Euston bus station from internal road of bus station via the existing junction at and onto A501 Euston Road.
- 4.2.3 The routes to the site will follow the TLRN, which is represented by the A501/Euston Road (eastbound) closest to the site and the A400 Hampstead Road. One-way access loop within the site will try to be maintained and operated in a clockwise direction between the entry points on the A400 Hampstead Road, via Cardington Street and through the NTH site. Egress from all other compounds along this route will be directly from Melton Street onto TLRN of A501 Euston Road which will in turn provide connection to the special / trunk road network. This is the primary operational preference.
- 4.2.4 At times limited access might be required via Melton Street and limited egress via Cardington Street.

**Table 4.1 List of Worksite compounds**

Compound	Schedule 17 Reference	Required Works	Capacity needs	Safety Requirements	Details
National Temperance Hospital (NTH) North	2018/0438/HS2	None	None	None	Site Established
National Temperance Hospital (NTH) North	2018/0438/HS2	None	None	None	Site Established
Melton Street Satellite Compound (Two Towers)	2020/1321/HS2	None	None	None	Balance of works utilises NTH access
Cobourg Street Satellite Worksite (Traction Sub-Station),	2021/4406/HS2	None	None	None	Balance of works utilises NTH access
Euston Gardens East Satellite Compound	n/a	None	None	None	Below 24 two way movements a day
Euston Gardens West Satellite Compound	n/a	None	None	None	To be merged with Melton Street compound

### New Access Points

- 4.2.5 Cardington Street junction will be blocked during utility works mid-2023. To enable delivery continuity and access to site/s re-aligned access approximately 20 metres north of the existing Cardington Street/Hampstead Road junction will be required. The new access point will be directly from TLRN of Hampstead Road. Footway cross over reinforcement will be required, pedestrian crossing provision realignment, central reservation removal and road markings on Hampstead Road. Following completion of utility works this access point will be reinstated and construction vehicular traffic will be returned to use Cardington Street.

# 5 Undertakings and Assurances (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	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: Set out the construction routes to be approved in accordance with the Schedule 17 to the Bill Consider what physical changes to the highway and other land are necessary to enable use by Large Goods Vehicles 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

# Appendix 1

## 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	Comment
TLRN	Entire Length (inclusive of A400 Hampstead Road and A501 Euston Road)		TfL	Entire TLRN Route
A4201 Great Portland Street	A501 Euston Road	B506 junctions	City of Westminster (assumed local road at the request of LBC)	
A4201 Albany Street	A501 Euston Road	A4201 Osnaburgh Terrace	LBC	
A4201 Osnaburgh Terrace	A4201 Albany Street	A4201 Osnaburgh Street	LBC	
A4201 Osnaburgh Street	A4201 Osnaburgh Terrace	A501 Euston Road	LBC	
Melton Street	A501 Euston Road	Worksite Gate (just north of Euston Garden West taxi rank access)	LBC	
Cardington Street	A400 Hampstead Road	Worksite gate (approx. 100 metres east of Hampstead Road junction)	LBC	
Harrington Square	A400 Hampstead Road	A400 Lidlington Place	LBC	
A4200 Churchway	A501 Euston Road	A4200 Grafton Place	LBC	
A4200 Grafton Place	A4200 Churchway	A4200 Eversholt Street	LBC	
A4200 Eversholt Street	Junction between Grafton Place and Euston Bus Station		LBC	
Freight Lane	Concrete supplier gate	York Way	LBC	Potential Concrete Supplier Route (Freight Lane)
A5200 York Way	Freight Lane	A5200 Camden Park Road	LBC	Potential Concrete Supplier Route (Freight Lane)
A5200 York Way	Freight Lane	A5203 Wharfdale Road	LBC	Potential Concrete Supplier Route (Freight Lane)
A5200 Camden Park Road	A5200 York Way	A503 Camden Road	LBC	Potential Concrete Supplier Route (Freight Lane)

A5203 Wharfdale Road	A5200 York Way	A5203 Caledonian Road	Islington (assumed local road at the request of LBC)	Potential Concrete Supplier Route (Freight Lane)
A5203 Caledonian Road	A5203 Wharfdale Road	Kings Cross Bridge	Islington (assumed local road at the request of LBC)	Potential Concrete Supplier Route (Freight Lane)
Goods Way	A5200 York Way	A5202 Pancras Road	LBC	Potential Concrete Supplier Route (Freight Lane)
A5202 Pancras Road	Goods Way	B512 Crowndale Road	LBC	Potential Concrete Supplier Route (Freight Lane)
B512 Crowndale Road	A5202 Pancras Road	A400 Oakley Square	LBC	Potential Concrete Supplier Route (Freight Lane)

## 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	Comments
A503 Camden Road	Camden Road Station	Railway Bridge	Height Restriction	4.7m or 15'6"	Network Rail	Structure number ELR: BOK1
A503 Camden Road	Regent's Canal	Road Bridge				
A5200 York Way	HS1 Link	Railway Bridge	Height Restriction	5.2m or 17'1"	Network Rail	
A5200 York Way	Regent's Canal	Road Bridge				
A4200 Eversholt Street	A501 Euston Road	Vehicle Manoeuvre	Vehicle Manoeuvre	No left or right turn onto A501 Euston Road	London Borough of Camden	
A501 Euston Road (westbound)	Eversholt Street	Vehicle Manoeuvre	Vehicle Manoeuvre	No right turn	TfL	
A501 Euston Road (westbound)	Melton Street	Vehicle Manoeuvre	Vehicle Manoeuvre	No right turn	TfL	
A501 Euston Road (eastbound)	Eversholt Street	Vehicle Manoeuvre	Vehicle Manoeuvre	No left turn	TfL	
A501 Euston Road (eastbound)	Churchway	Vehicle Manoeuvre	Vehicle Manoeuvre	No left turn	TfL	
A501 Euston Road	Along A501	A501 LU Weight Limit	Weight Limit	44 tonnes	Metropolitan Police	ECRN Ref No: C1-10004700-P1
A400 Hampstead Road	Railway Tracks	Road Bridge			Network Rail	ESRN Ref No: S-TQ291830-1 Unique ID: LEC1/B/5
Goods Way	Pancras Road/Camley Road	Railway Bridge	Height Restriction	4.7m or 15'6"	Network Rail	
Goods Way	Some 50m west of York Way	Underbridge				ESRN: S-TQ302834-1 Unique ID: ECM1/B/4TE

## Appendix 2 - Euston Station Area Wide Lorry Routes for Approval Overview Plan

