

HS2 PROPOSED LORRY ROUTES FOR THE GRANBY TERRACE AND PARK VILLAGE EAST WORKSITES.

SCHEDULE 17 LORRY ROUTES FOR APPROVAL (2019/4700/HS2).

BACKGROUND

High Speed Rail (London – West Midlands) Act 2017

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.

Section 20 to the Act grants deemed planning permission for the works authorised by it, subject to the conditions set out in Schedule 17 including;

- Construction arrangements (including large goods vehicle routes);
- Plans and specifications;
- Bringing into use requests; and
- Site restoration schemes.

This Written Statement includes information supporting the road transport arrangements submission in relation to the matters outlined below;

- 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:
 1. Euston Approaches Worksite
 2. Adelaide Road Worksite

THE PROPOSALS

Description of the Works

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.

Description of Lorry Routes for Approval

Approval is sought in respect of the arrangements for movements of large goods vehicles 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.

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 Large Goods Vehicle 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: -

THE LORRY ROUTES

EUSTON APPROACHES WORKSITE

Roads for approval Worksite: Euston Approaches

- Robert Street Entire length
- A4201 Albany Street Entire length
- Stanhope Street Robert Street Granby Terrace
- Park Village East Entire length
- Granby Terrace Entire length
- Mornington Street Park Village East Mornington Terrace
- Mornington Terrace Mornington Street A503 Delancey Street
- A503 Delancey Street Mornington Terrace A4201 Gloucester Gate
- A4201 Gloucester Gate A4201 Albany Street A503 Delancey Street
- A5205 Prince Albert Road A4201 Gloucester Gate approx. 120m NW of A4201 Gloucester Gate
- A400 Gower Street A501 Euston Road Grafton Way
- Grafton Way A400 Gower Street A400 Tottenham Court Road
- A400 Tottenham Court Road Grafton Way A501 Euston Road
- A4201 Osnaburgh St / Tce A4201 Albany Street A501 Euston Road
- Great Portland Street A501 Euston Road A501 Euston Road
- A400 Hampstead Road A501 Euston Road Harrington Square
- Harrington Square A400 Hampstead Road A400 Hampstead Road

Predicted Large Goods Vehicle Numbers. Euston Approaches Worksite

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

<https://www.gov.uk/government/publications/hs2-phase-one-environmental-statementvolume-2-community-forum-area-reports-and-mapbooks>

The combined aggregated average two-way lorry numbers (i.e. the average total number of lorries going into and out of the worksite) including the Early Works Contract lorry movements equates to an average of 320-480 which is equivalent to maximum of 240 LGV movements in and 240 movements out of the worksite during peak periods.

The phased construction means that not all movements will occur at the same time and that the programme for peak construction works will in practice not be simultaneous.

Impacts and Mitigations

Route Rationale and Options Considered

The route rationale was predominantly dictated by the most direct route to and from the strategic road network, avoidance of residential streets and suitability to HS2 construction traffic.

Parking

It is currently envisaged there will be no impact on the local parking during the construction works with the exception of utility works, Tunnel Boring Machine delivery works and in connection with the use of the temporary access points leading to the Euston Approaches Worksite.

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 LB Camden.

Local parking outside numbers 9 – 16 Park Village East will be suspended during the use of the temporary access points as per the Local Traffic Management Plan.

The delivery of the Tunnel Boring Machine 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.

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 Local Traffic Management Plans.

Haul Road

A Haul Road is to be implemented by the Early Works Contractor 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 Varndell Street.

The extended use of this Haul Road by the contractor (Strabag Costain Skanska) 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.

To maximise the use of the Early Works Contractor 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 LB Camden and Transport for London) in order to avoid the use of Harrington Square Gardens.

There are however some constraints relating to the extension of the use of the Haul Road by Strabag Costain Skanska, specifically space constraints relating to worksite safety and insufficient vehicle access through Granby Terrace Bridge.

In the event that the continued use of the 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 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) 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.

The outcome of the reviews on the use of the Haul Road and the lay-by alternative will be reported in future versions of the Local Traffic Management Plan.

Hampstead Road

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 18 months apart. (Refer to the Local Traffic Management Plan for more detail)

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 Transport for London 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

The access point 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.

THE LORRY ROUTES

ADELAIDE ROAD WORKSITE

Site Access and proposed lorry route

To site from east: A400 Gower Street – Grafton Way – A400 Tottenham Court Road – A400 Hampstead Road/Camden High Street– A502 Camden High St/Chalk Farm Rd – B509 Adelaide Rd.

To site from west: A400 Hampstead Road/Camden High Street– A502 Camden High St/Chalk Farm Rd – B509 Adelaide Rd.

The proposed route to Adelaide worksite will be affected during the planned full closures of A400 Hampstead Road. 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.

From site: left turn onto B509 Adelaide Rd.

Roads for approval. Worksites: Adelaide Road

- A4200 Eversholt Street Entire length
- A4201 Albany Street Entire length
- Park Village East Entire length
- A4201 Gloucester Gate A4201 Albany Street A503 Delancey Street
- A5205 Prince Albert Road A4201 Gloucester Gate approx. 120m NW of A4201 Gloucester Gate
- A400 Gower Street A501 Euston Road Grafton Way

- Grafton Way A400 Gower Street
- A400 Tottenham Court Road
- A400 Tottenham Court Road Grafton Way A501 Euston Road
- A4201 Osnaburgh St / Tce A4201 Albany Street A501 Euston Road
Great Portland Street A501 Euston Road A501 Euston Road
- Churchway A501 Euston Road Grafton Place Grafton Place
Churchway A4200 Eversholt Street
- A502 Camden High Street / Chalk Farm Road / Haverstock Hill
A4201 Parkway B509 Adelaide Road
- B509 Adelaide Road A502 A41
- A400 Hampstead Road / Camden High Street A501 A4201 Parkway

Predicted Large Goods Vehicle Numbers

The excavation, removal of excavated material and construction activities are scheduled to take place between Q1 2020 and Q1 2025

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 Large Goods Vehicle 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.

Impacts and Mitigations

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.

SAFETY AND FREE FLOW OF TRAFFIC

The Local Traffic Management Plan 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.

The following mitigation measures (under consideration) have been identified in the Route Management, Improvement and Safety Plan:

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

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.

Compliance with Undertakings and Assurances references 1160, 1162, 1165, 1166 and 1167 all relating to LB Camden schools, seek measures to reduce or avoid significant effects, promote engagement with schools and reduce disruption during drop off and pick up times.

Other measures include coordination of works via the Traffic Liaison Group, the employment of a vehicle management system, use of a vehicle holding area as well as a workforce travel plan.

The vehicle management system is designed to manage the overall flow of Large Goods Vehicle movements, avoid queuing on the highway and control Large Goods Vehicle volumes in specific locations such as schools during the school drop-off and pick-up periods.

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.

Vehicle safety mitigation measures including signage and external warning systems, blind spot minimisation, under run protection will be applied.

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.

The proposed extended use of the 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 Regent's Park Estate 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.

The use of another access point on Hampstead Road – north of the rail corridor) post-handover of Granby Terrace Bridge, will also contribute to the reduced traffic on Regent's Park Estate.