

## INDEPENDENT PHASE ONE PLANNING FORUM FOR HS2

### PLANNING FORUM NOTE 6

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#### LORRY ROUTE APPROVALS

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##### Introduction

1. Paragraph 6 of Schedule 17 to the High Speed Rail (London – West Midlands) Act 2017, ‘conditions relating to road transport’, puts in place certain requirements relating to the approval of arrangements for movements of large goods vehicles (‘LGVs’) to and from working and storage sites, sites where material will be re-used, and waste disposal sites (referred to collectively in this Note as ‘Sites’). These are commonly referred to as lorry route approvals. This Note sets out the approach to making these requests for approval and the contents of submissions. Matters associated with temporary traffic management are dealt with in the Route Wide Traffic Management Plan and Local Traffic Management Plans. Information on the Environmental Minimum Requirements and their enforcement can be found in HS2 Information Paper E1: Control of Environmental Impacts.

##### Approach

2. If 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 LGV movements/ day occurring.
3. The nominated undertaker will submit for approval to the relevant qualifying authority, the route or routes (including the direction of entrance/ egress to a site or sites) (the ‘Main Route(s)’) that will be used by LGVs travelling between the Site and the special/trunk road network. And any other information as required in accordance with the detail contained in PFN 17.
4. Submissions will include a general provision that, where a supplier/business is located between the special/trunk road network and a Site, LGVs from that supplier/business to the Site will be required to take the most appropriate route to join the Main Routes. This general provision will include a requirement that these routes, where reasonably identifiable, are discussed at the relevant Traffic Liaison Group.
5. On the basis that the Transport for London Road Network (TLRN) is the equivalent to the trunk road network in London, submissions made to qualifying authorities in or near London, will seek a general approval of the entire TLRN network as being Main Routes. HS2 will consult with Transport for London regarding the use of the TLRN.
6. Submissions are made to the qualifying authority in which the Site is located. The qualifying authority receiving the application approves or refuses the application for the totality of the lorry route. As stated in the Planning Memorandum, when the nominated undertaker makes such submissions, it will send a copy of the submission to any authorities that the lorry routes pass through, that they might make representations to the determining authority.

## Contents of Lorry Route Requests for Approval

7. Requests for approval of lorry routes will comprise:

<b>For Approval</b>	
The route or routes to be used by LGVs (including the direction of entrance/ egress to a site or sites) (or a plan) for approval (the Main Route(s))	
A requirement for suppliers/businesses located between the special/trunk road network and the HS2 Site to use the most appropriate route between the supplier/business site and the Main Route(s). The most appropriate routes will be discussed at the relevant Local Traffic Liaison Group.	
<b>For Information</b>	
A covering letter (including a definition of the works to which the proposed routes relate).	
A plan showing the routes, including arrows indication direction of travel (if not submitted for approval).	
A written statement which:	<ul style="list-style-type: none"> <li>i) describes the Sites</li> <li>ii) describes the works at each Site; and</li> <li>iii) provides a summary of the lorry route information from the Local Traffic Management Plan which will include predicted LGV numbers and timings.</li> </ul>
A Route Management, Improvement and Safety Plan (ROMIS) which will be submitted for information prior to the commencement of main civils works.	<p>The contents of the ROMIS will be as described in section 4.3 of the Route Wide Traffic Management Plan. The ROMIS will include:</p> <ul style="list-style-type: none"> <li>i) a summary of any physical changes necessary to facilitate the use of the route by LGVs; and</li> <li>ii) a summary of measures required to ensure the safety and free flow of traffic in the proximity of the worksite access points.</li> </ul>
<b>For Information (where necessary) required in xiii of Annex 1 to PFN 17)</b>	
The following are examples of further information which may be necessary to allow the qualifying authority to consider a request for approval under paragraph 6 but are not arrangements subject to approval under paragraph 6 where not already available within the ES or there is a substantial change in HS2's proposals:	
<ul style="list-style-type: none"> <li>i) Traffic assessments (note – it is not reasonable to require provision of updated traffic assessments to current conditions. The relevant baseline data is that contained in the HS2 Environmental Statement);</li> </ul>	

- ii) Modelling of traffic flows at individual junctions along a route that have been subject to previous assessment and where it is reasonable to expect that the changes to HS2's proposals would result in substantially higher congestion than previously assessed; and
- iii) Cumulative Large Goods Vehicle flows from all HS2 works