



**Cross London Rail Links Ltd (CLRL)
London Underground Ltd (LUL)
Crossrail Act 2008**

**London Borough of Camden
Lorry Management Plan
For Information**

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1 Introduction

The purpose of this Lorry Management Plan (LMP) is to define lorry routes to and from Crossrail construction worksites and to provide the supporting information for the submission to the London Borough of Camden for approval of routes under Schedule 7 of the Crossrail Act 2008 (the Act).

This LMP is for information only; the lorry routes described herein will not apply unless approved by the London Borough of Camden under Schedule 7 of the Act.

This document includes details of:

- local routes to be used by lorries generated by construction activity;
- estimated lorry numbers;
- lorry holding areas;
- the lorry route signing strategy; and
- the proposed means of monitoring lorry routes.

This is in accordance with the Construction Code which is Annex 1 to the Environmental Minimum Requirements.



2 Background

This LMP has been prepared by Cross London Rail Links Ltd (CLRL). It is based on lorry routes identified during consultations with the London Borough of Camden as the local planning and highway authority during the preparation of the Crossrail Environmental Statement (ES) (in particular Vol. 8) and its related Supplements and Amendment of Provisions and subsequent discussions. It represents CLRL's current view of the most appropriate plan for the management of lorries based on design and construction planning information available. The sections on the Tottenham Court Road worksites have been prepared in association with London Underground Ltd (LUL) and its consultants.

Once contractors have been appointed and the detailed construction planning developed, Traffic Management Plans (TMPs) will be prepared, in accordance with the Construction Code, which will detail the works to be undertaken and likely phases of traffic management.

The TMPs will address:

- site boundaries and the main access/egress points for the worksites;
- temporary and permanent closures and diversions of highways and public rights of way;
- associated signing; and
- a strategy for traffic management.

Prior to the commencement of works, Traffic Liaison Groups (TLG) will be established with the relevant highway authorities, Police and other key stakeholders.

The TMP will be presented to the TLG and attendees will be able to discuss proposals for works affecting the highway and details of the associated traffic management with the aim of reaching consensus on the proposed approach.

Detailed information on potential lorry movements along a particular route and the combined effect of lorry movements from multiple worksites is difficult to predict as it will depend on the construction methodology and programme finally adopted for each of the works. Where available, updated information on lorry movements on the approved routes may be presented to the TLG, as work programmes are further developed.

Lorries referred to in this document are "large goods vehicles" as defined in the Act (i.e. goods vehicles with a maximum permissible weight exceeding 7.5 tonnes).



3 Works in London Borough of Camden

There will be two main works for Crossrail to be undertaken in the LB of Camden:

- Tottenham Court Road (TCR) Eastern Ticket Hall; and
- Fisher Street Shaft.

The TCR Eastern Ticket Hall works comprise both the Crossrail works and the major upgrading and refurbishment of the LUL underground station. There will be worksites at Charing Cross Road, the Astoria and Goslett Yard. The Goslett Yard and Astoria worksites are in the City of Westminster, the Charing Cross Road worksite mainly in the LB of Camden.

The worksite for the Fisher Street shaft will be located to the east of Kingsway between Fisher Street and Catton Street and is within the LB of Camden.



4 Proposed Lorry Routes

The Act requires the nominated undertaker to seek approval from the local planning authority (LPA), under Schedule 7, for “Routes by which anything is to be transported on a highway by large goods vehicle to a working or storage site, a site where it will be re-used or a disposal site.” Approval is not required for “transportation on a special road or trunk road”, or “where the number of large goods vehicle movements (whether to or from the site) does not on any day exceed 24.”

The strategy adopted in defining lorry routes is set out in the ES, Vol. 8a. Initially it was assumed that the shortest practicable route to the main road network would be used; but in some cases, alternative routes have been adopted and assessed to take account of local conditions and the preferences of the local highway authority. For the purposes of defining lorry routes, the main road network includes the Transport for London Road Network (TLRN), the Motorway and Trunk Road Network (MTN) and the Principal Road Network (PRN) outside London (i.e. most ‘A’ roads outside London).

The Crossrail Act will require approval from the LPA in which the worksite is located for all roads used as lorry routes to and from the worksite, including the TLRN, even where these are outside the authority’s area. Transport for London (TfL), the highway authority for the TLRN has agreed that this network provides the most suitable route for construction traffic in London and in particular for Crossrail traffic. Although the TLRN is included in the submission for approval under Schedule 7, TfL has indicated that it will not have any objection to the LPA approving its use.

The worksites for the TCR Eastern Ticket Hall are divided by the boundary between LB of Camden and Westminster City Council. For simplicity, approval for all lorry routes serving the combined worksites will be sought from both authorities.

During construction, variations to lorry routes may be required, for example as a result of temporary road closures during the works. These changes will be subject to discussion at the relevant TLG prior to submission for a variation to the Schedule 7 approval by the LPA.

Figure 1 shows the proposed lorry routes in the LB of Camden and adjoining authorities.

Appendix 1 lists the access and egress routes serving the TCR Eastern Ticket Hall and Fisher Street Shaft worksites for which Schedule 7 approval is sought.



5 Estimated Lorry Movements

The following section summarises the estimated lorry movements using the proposed routes during construction.

5.1 Tottenham Court Road East worksites

The works at TCR Eastern Ticket Hall will be shared between LUL, for the Underground station upgrade and new combined ticket hall and the Crossrail for the underground station works. There will be 3 worksites; the Astoria, Charing Cross Road and Goslett Yard.

Two main inbound lorry routes have been identified in Appendix 1, namely:

- a northern route originating from the TRLN at Euston Road via Gower Street, Bedford Square and Bloomsbury Street;
- a south western route originating from the TRLN at Hyde Park Corner via Piccadilly, Shaftsbury Avenue and Charing Cross Road.

There will be a variation on the northern route for those lorries required to use the lorry holding area in High Holborn.

In the early stages of the works it may also be necessary to use the route described in Appendix 1 from Shaftsbury Avenue via Soho Square to access the Astoria worksite. The number and size of lorries using this route will be constrained by the narrow streets and restricted turning at junctions.

Tottenham Court Road will be the main outbound lorry route to the TLRN at Euston Road for lorries leaving all the TCR worksites. Any lorries leaving the Astoria worksite via Soho Square will reach Tottenham Court Road via either Shaftsbury Avenue and Charing Cross Road or Shaftsbury Avenue, St Giles High Street, Eamshaw Street and New Oxford Street.

Since the publication of the ES, further work has been undertaken for TCR Eastern ticket hall on the construction planning and lorry movement estimates. The main LUL works based at the Astoria and Plaza worksites are expected to commence in January 2009 and last some 7.5 years. Peak construction activity is expected to be between mid 2010 and mid 2012 and last some 115 weeks. During this peak construction period an average of 20 lorries per day are expected to access the two worksites (i.e. 40 lorry movements). Lorry movements are expected to be at their maximum over a 21 week in this period towards the end of 2010 when the removal of excavated material and concrete deliveries peak. During this period daily lorry numbers are predicted to be between 50 and 80 per day (i.e. 100-160 lorry movements).



The extent to which lorry traffic will use each of the routes set out in Appendix 1 will depend on the locations of construction material sources and the destination for disposal of excavated material. It is difficult to predict at this time how these and the variants of the routes described will be used. It is probable that both the main routes will be used at the same time but as a worst case it can be assumed that the peak lorry movements will be on any one of the routes.

The Crossrail works will have a later start than the LUL works and are not planned to commence until mid 2011. They will be undertaken primarily from the Goslett Yard worksite with some shared use of the Astoria worksite. Construction activity is expected to last some 90 weeks between mid 2011 and mid 2013. During this peak construction period it is estimated that an average of 33 lorries per day will access the worksites (i.e. 66 lorry movements). Lorry movements are expected to be at their maximum over a 20 week period in mid 2012 with the combined effect of concrete deliveries and the removal of excavated material. During this period daily lorry numbers are expected to be between 35 and 55 per day (i.e. 70-110 lorry movements). Lorry routes for the Crossrail works will be the same as those for the LUL works as listed in Appendix 1.

From the current construction planning the peak construction periods for the LUL and Crossrail works will only overlap for a period of some 9 months in late 2011 and early 2012. The periods of peak lorry movements for each project will not coincide and during the 9 months when construction peaks overlap average lorry numbers are estimated as 50-55 per day (100-110 lorry movements).

5.2 Fisher Street Shaft worksite

The Crossrail works at Fisher Street are planned to take about 4 years. Peak construction activities are likely to start in mid 2011 and last some 35 weeks during which an average of 20 lorries per day are predicted to enter and leave the worksite (40 lorry movements) using the routes listed in Appendix 1. Outside of this peak the lorry numbers are expected to drop to around 8 per day (16 lorry movements). The lorry routes proposed for the Fisher Street shaft do not make use of any of the non-TLRN roads used to access the TCR East worksites.



6 Lorry Holding Areas

Due to the restricted space available at some worksites and on adjoining streets, lorry holding areas have been identified to assist in the efficient management of deliveries. When necessary, lorries will be directed to these areas and then called forward when the worksite can accept delivery.

The locations of the proposed lorry holding areas are shown in Figure 1 and are listed below.

- Drake Street (west side).
Serving the Fisher Street worksite
- High Holborn (north side between New Oxford Street and Museum Street).
Serving all the TCR worksites in LB Camden and City of Westminster for lorries approaching from the north.

The nominated undertaker will consult or request the consent of the Highway Authority in accordance with the provisions contained in Schedule 3 to the Act before designating any lorry holding area on the highway.

7 Lorry Route Signing

To assist lorries accessing worksites via the approved routes, local signing will be provided from the main road network. Worksites will be numbered and these numbers used on the lorry route signs. Details of the signing, in particular sign locations, will be agreed with the highway authority prior to the commencement of works. The signing will also be used to assist access to worksites by the emergency services.

Route signing will be in place before the commencement of main works at a site. This type of signing will be specified, managed and procured by the nominated undertaker as a single contract.

Works and storage sites will be numbered. These numbers would be used on lorry route signs (sited on approved lorry routes) to facilitate deliveries by large goods vehicles, or access by spoil lorries and to assist access for emergency services.

The strategy which is to be adopted will seek to:

- a) minimise the number of signs needed, compatible with ensuring lorries are using the approved lorry routes;
- b) simplify the message to be conveyed by the sign, whilst making its intention clear;
- c) be located conspicuously, avoiding clutter; and
- d) ensure signs are maintained/amended as necessary.

The basis on which approval for lorry routes in London has been sought was to identify the shortest route between works and storage sites and the Transport for London Road Network (TLRN). Signs will be placed in advance of junctions leading from the TLRN (and SRN) via approved routes to that area. Once on the local road network, signs will direct drivers to individual sites.



8 Lorry Route Monitoring

Contractors will be required to comply with the lorry routes approved by the LB Camden under Schedule 7.

Signs will be displayed in a prominent position on vehicles on public roads which are dedicated to the Crossrail project. The signs will uniquely identify the vehicle to Crossrail.

The nominated undertaker will monitor contractors' compliance with the approved lorry routes and the Environmental Minimum requirements, including relevant undertaking and assurances. This will consist of worksite, route and off route inspections, together with the logging and investigation of any complaints. Where necessary, appropriate remedial actions will be instituted which will be subject to further monitoring of compliance.