

## EXHIBIT LIST

Reference No: HOL/10018

Petitioner: EUSTON STANDARD PACK

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# A400 Hampstead Road Bridge

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# Overview

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- Hampstead Road Bridge (HRB) needs to be replaced to cross a wider station approach
- Replaced bridge has the same road functionality as existing
- Design is heavily constrained by existing infrastructure (LU/ classic track layout/ utility routes)
- Compliant rail clearances and long spans give deeper structure than current bridge so road levels are raised compared with existing
- Prefabrication is used to minimise community disruption
- Construction sequence keeps utilities continuity and keeps Hampstead Road open for vehicles, cyclists and pedestrians
- Construction constrained by work over operational railway which requires possessions and night-time work
- Compared with 2013 scheme, current scheme allows access to station ramp, is less visually intrusive, and allows pedestrian linkage from Regent's Park Estate to open spaces

# A400 Hampstead Road Bridge key requirements

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- HS2 rail approach is wider than existing, hence a longer bridge is required
- Width is governed by:
  - Requirement to reprovide the existing six lane road configuration + 2 pedestrian footways with cyclists using the bus lanes; and
  - Need to allow continued use by vehicles, cyclists and pedestrians during staged construction, which means narrower bridge structure is not possible.
- Minimise impact of construction on conventional rail lines and operations
- Rail clearances to current standards
- Pier locations and span lengths dictated by HS2 and conventional track positions
- Minimise impacts on LUL tunnels with foundations spanning LUL tunnels
- Ensure continuity of service of utilities along Hampstead Road

# Post House of Commons Select Committee Work - Summary

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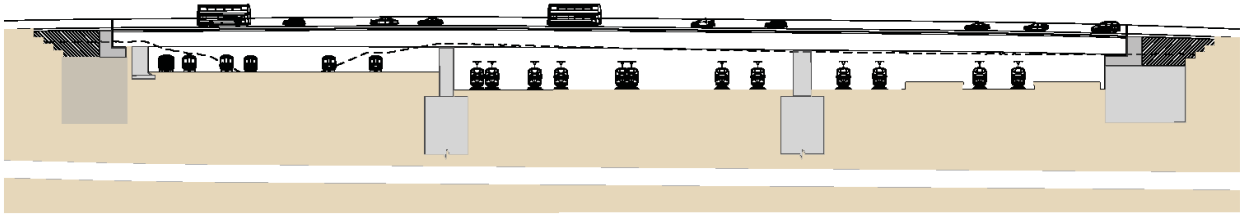
- As part of their work in meeting assurances, HS2 Ltd undertook a study to identify options that achieve lower road levels at both ends of the rebuilt Hampstead Road bridge to reduce impacts on local residents and buildings
- Representatives from HS2 Ltd, Network Rail, Department for Transport, TfL and LB Camden attended five collaborative workshops in order to ensure stakeholders had an input into the options comparison and decision making process.
- The report details 3 alternative options including HS2 Ltd's preferred one - Option 8 - which would see the bridge being lowered by up to one metre compared to what was previously proposed.
- The preferred option has been approved by the Secretary of State for Transport.

# Post House of Commons Select Committee Work - Summary

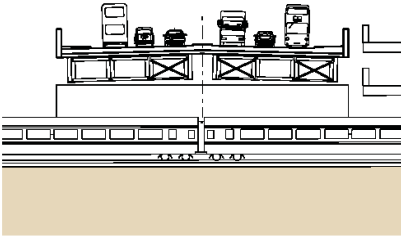
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- The post HoC SC Work is detailed in the Hampstead Road Bridge Study Report – Minimising the Proposed Height Increase. This document can be found at:  
[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/540256/FINAL\\_HRB\\_report\\_for\\_publication\\_v\\_1.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/540256/FINAL_HRB_report_for_publication_v_1.pdf)

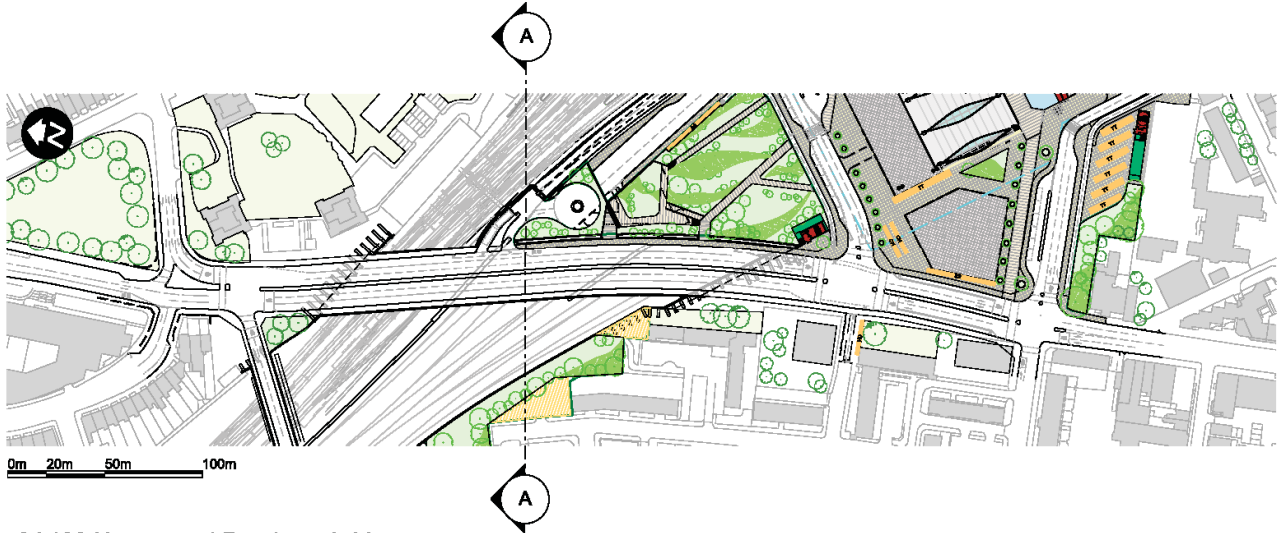
# Current Proposal (not to scale)



01 Elevation of A400 Hampstead Road overbridge



02 Section A-A of A400 Hampstead Road overbridge



03 Plan of A400 Hampstead Road overbridge



# AP3 Design - Photomontages

Current baseline (2015)



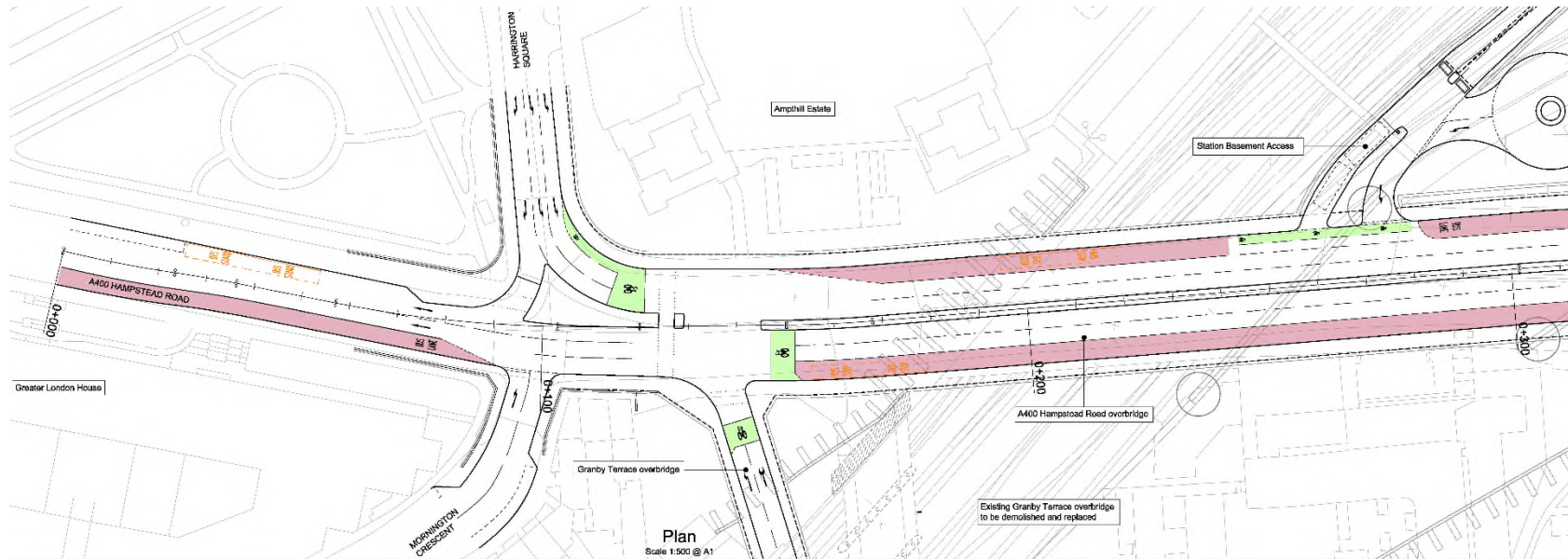
Operation (2026) - Summer verifiable photomontage



View of Hampstead Road Bridge looking south from Harrington Square Junction with Mornington Crescent. Bridge deck in lower photomontage would be 1-1.5m lower than shown (AP3) in current proposal.

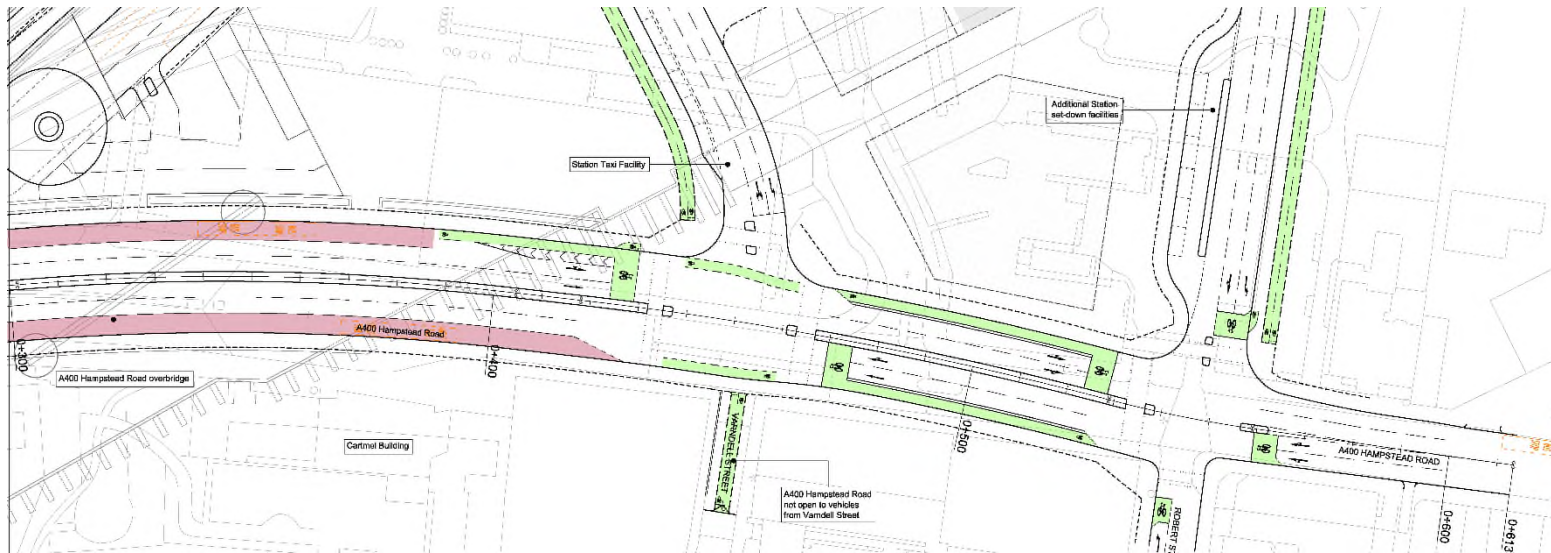


# Road Levels – East Approach



- Granby Terrace Bridge structural form chosen to minimise Hampstead Road level
- 1.9-2.4m road level increase at abutment adjacent to Amphil Estate relative to existing condition
- Minimal road level increase at Harrington Square / Mornington Crescent Junction relative to existing condition

# Road Levels – West Approach



- No change in road levels at Robert Street
- 3.7-4.2m road level rise at Cartmel for west abutment to provide required HS rail clearance

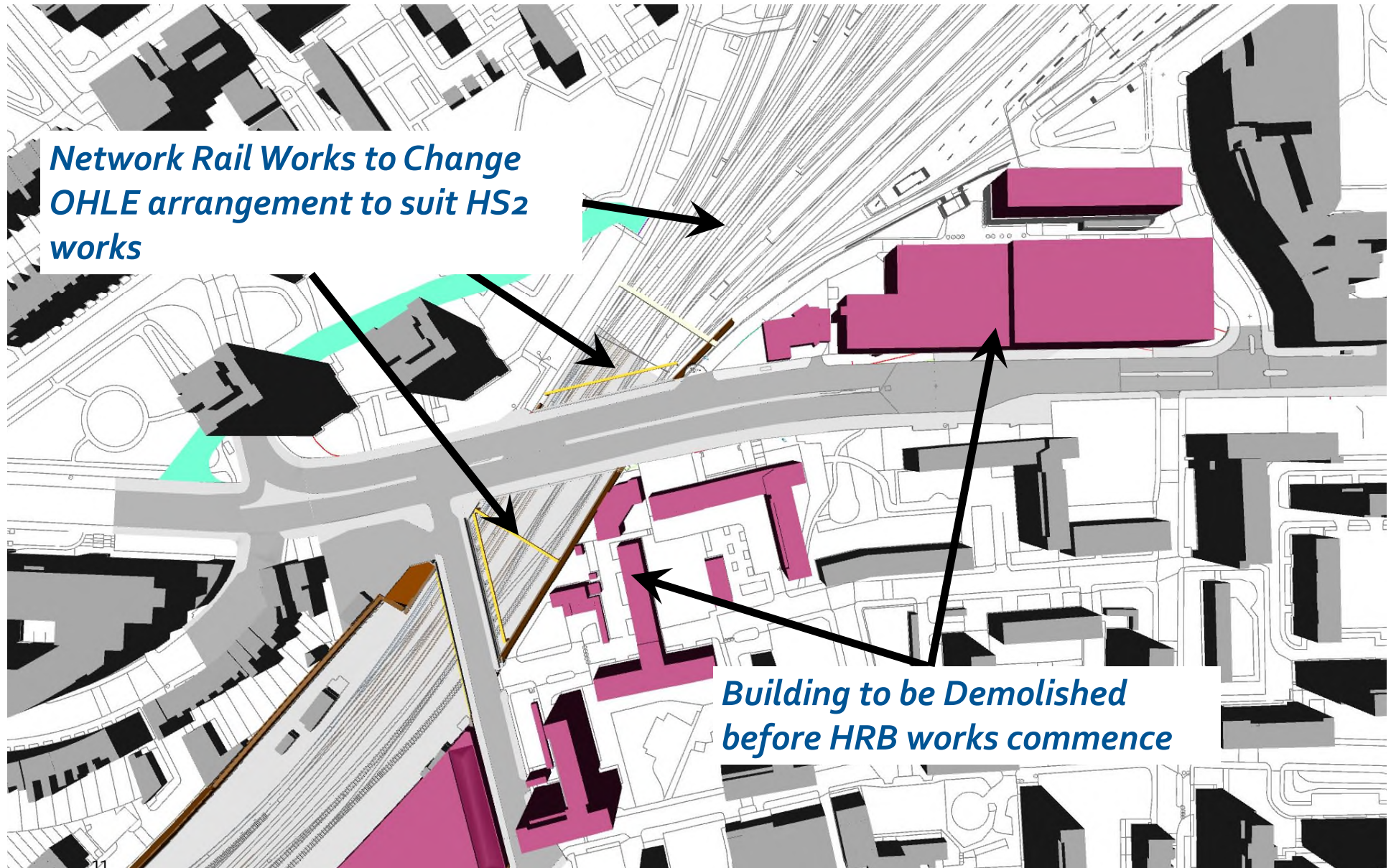
# Construction Programme

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- Existing Hampstead Road is route for a large number of strategic and local utilities
- Constructing the high speed tracks requires widening the approach which will sever these routes
- To provide continuity of operation, temporary utilities diversions and bridges are required.
- Utilities diversion are required before works to A400 Hampstead Road bridge itself
- Works over the railway are subject to possessions which constrain bridge works and leads to night-time work
- Ensuring Hampstead Road remains open requires staged works which add complexity and time

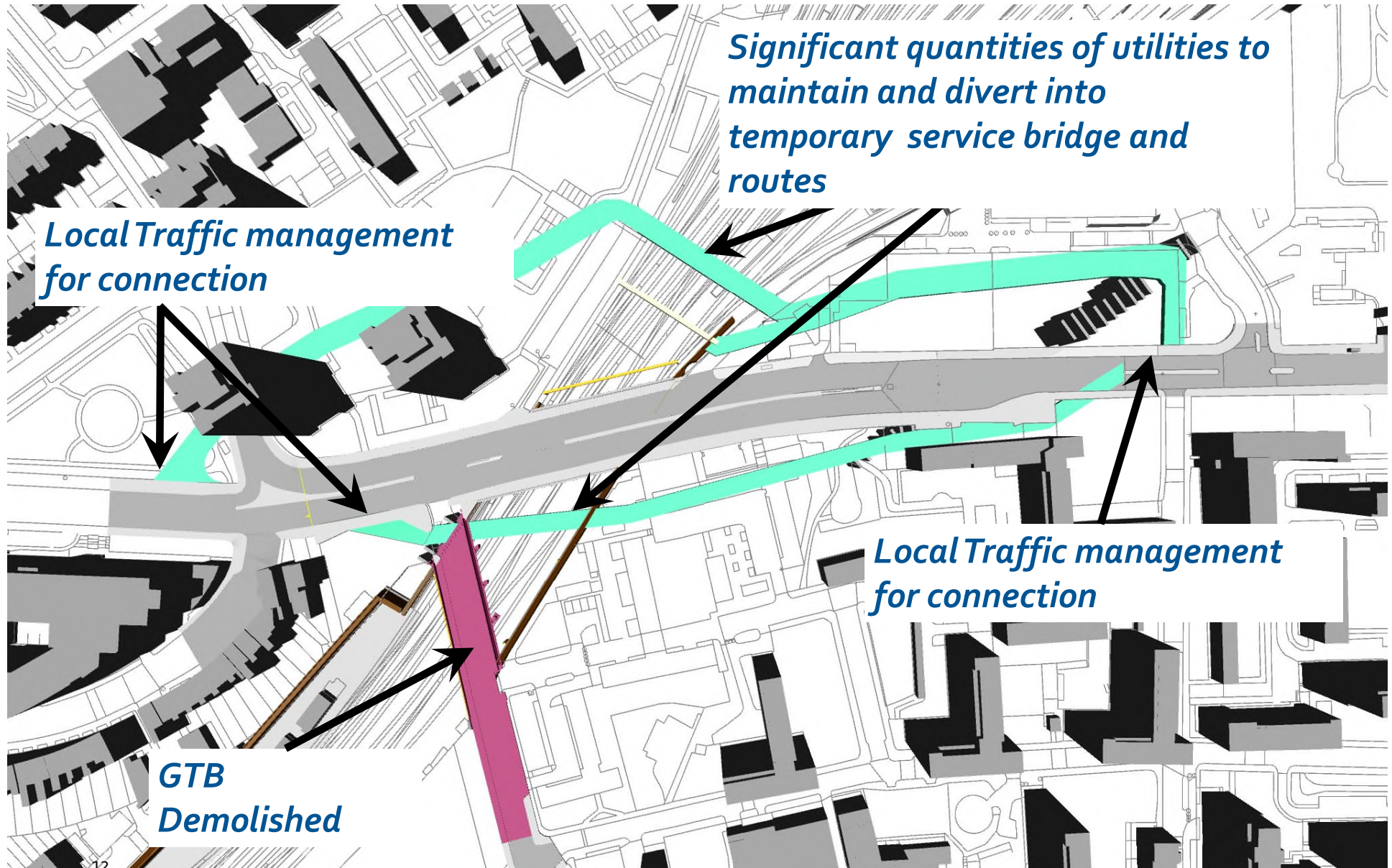


# Phasing of Construction Work - Stage 1





# Phasing of Construction Work - Stage 2



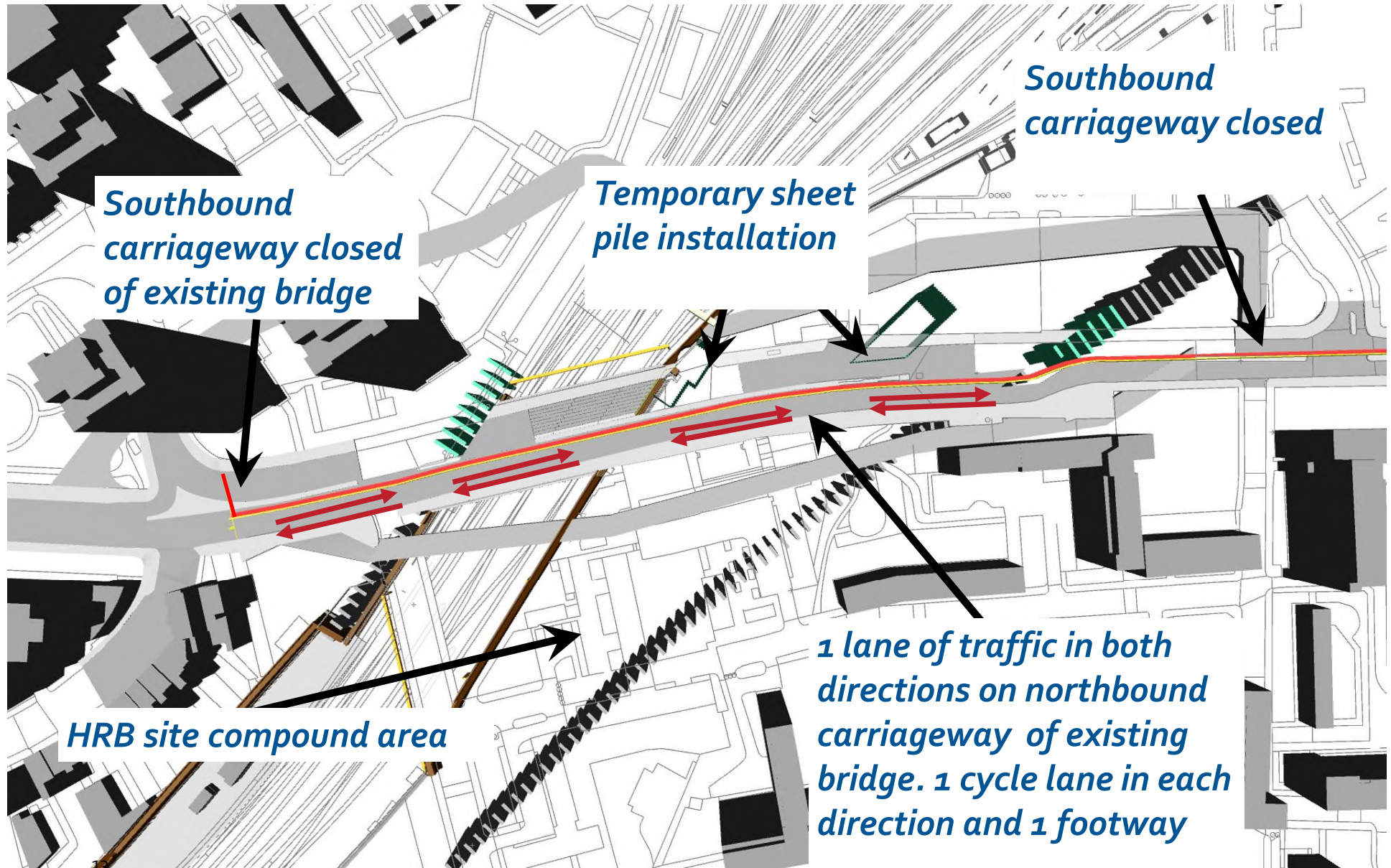
*Significant quantities of utilities to maintain and divert into temporary service bridge and routes*

*Local Traffic management for connection*

*Local Traffic management for connection*

**GTB  
Demolished**

# Phasing of Construction Work - Stage 3



*Southbound  
carriageway closed  
of existing bridge*

*Temporary sheet  
pile installation*

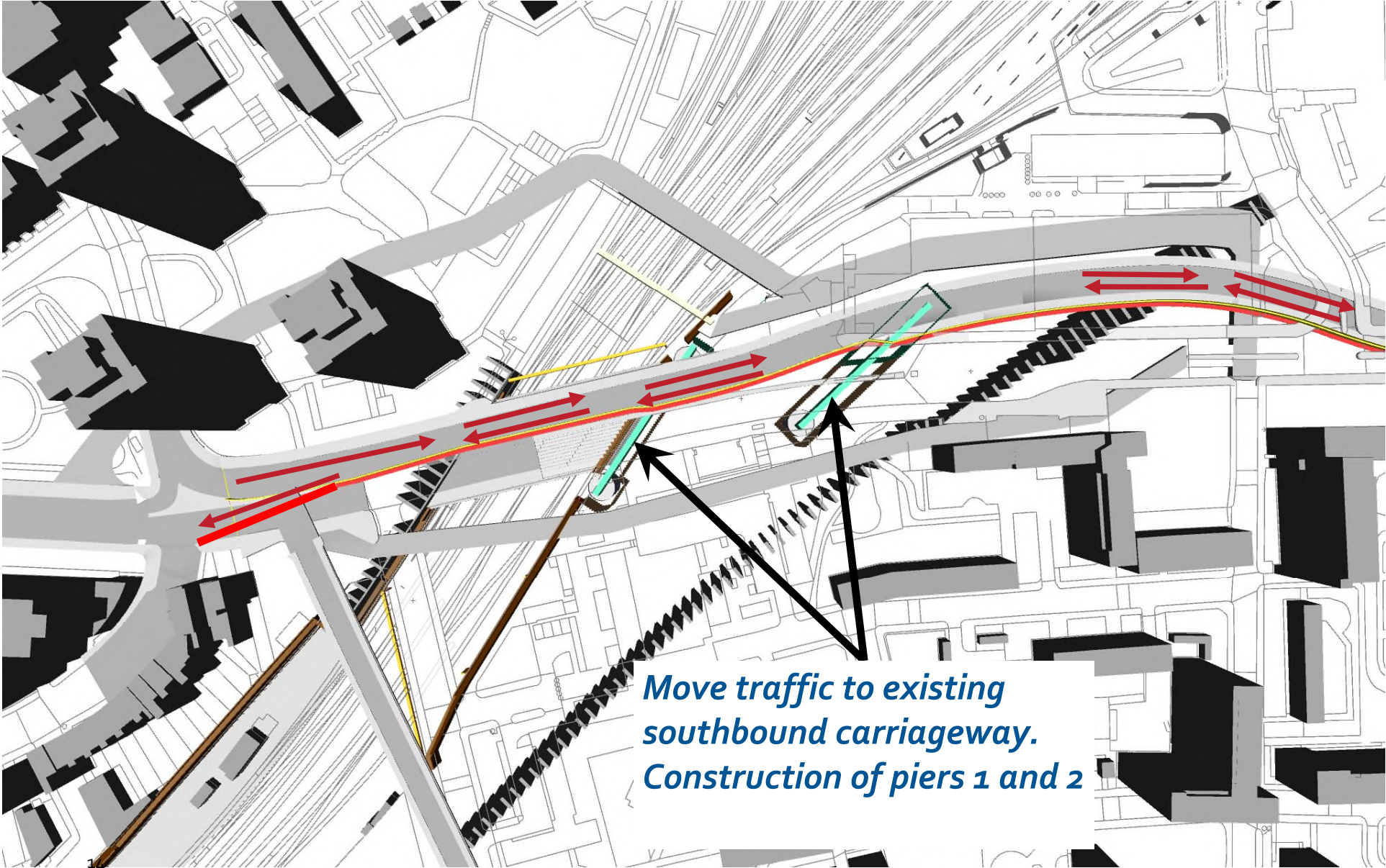
*Southbound  
carriageway closed*

*HRB site compound area*

*1 lane of traffic in both  
directions on northbound  
carriageway of existing  
bridge. 1 cycle lane in each  
direction and 1 footway*



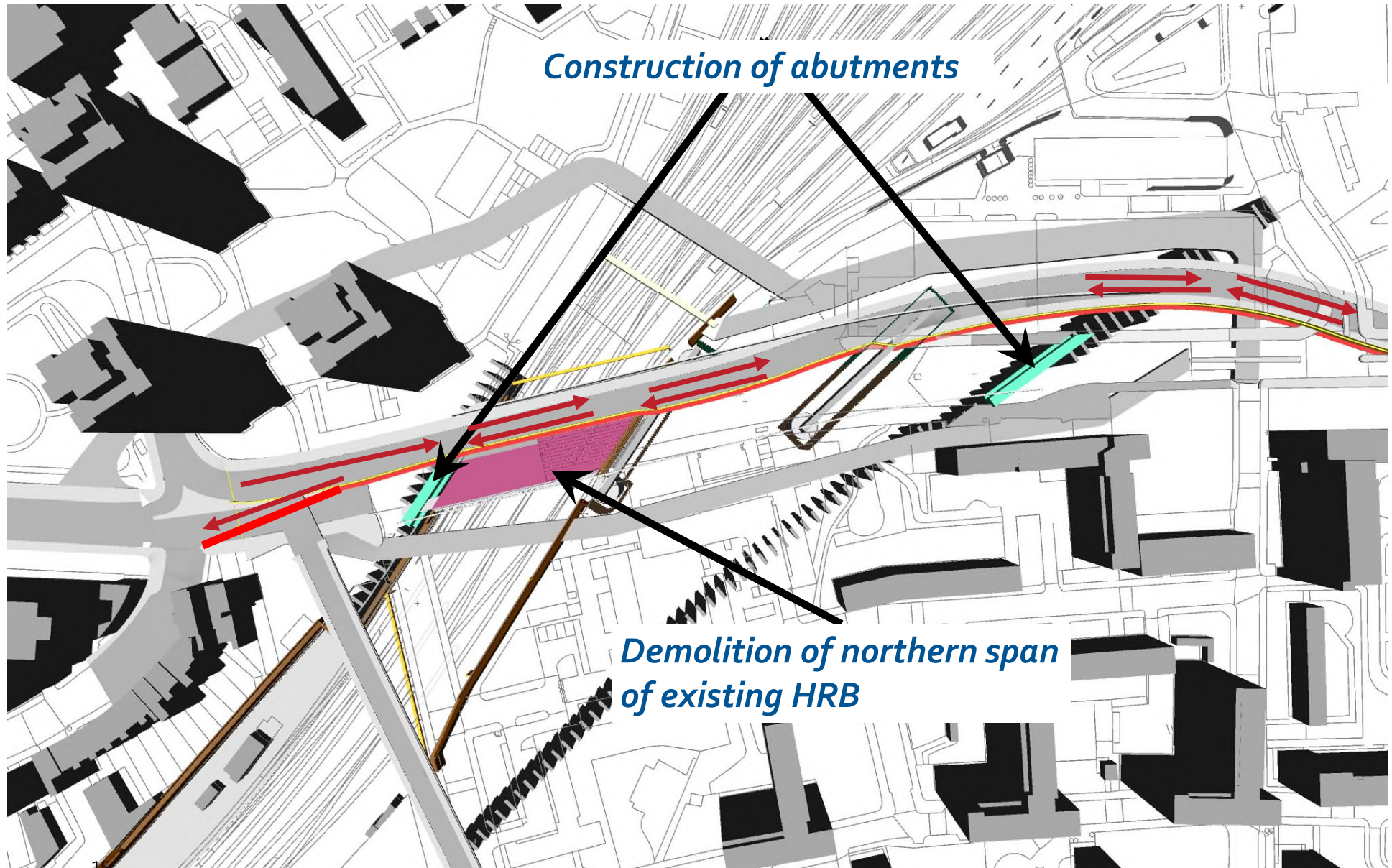
# Phasing of Construction Work - Stage 4



*Move traffic to existing southbound carriageway. Construction of piers 1 and 2*

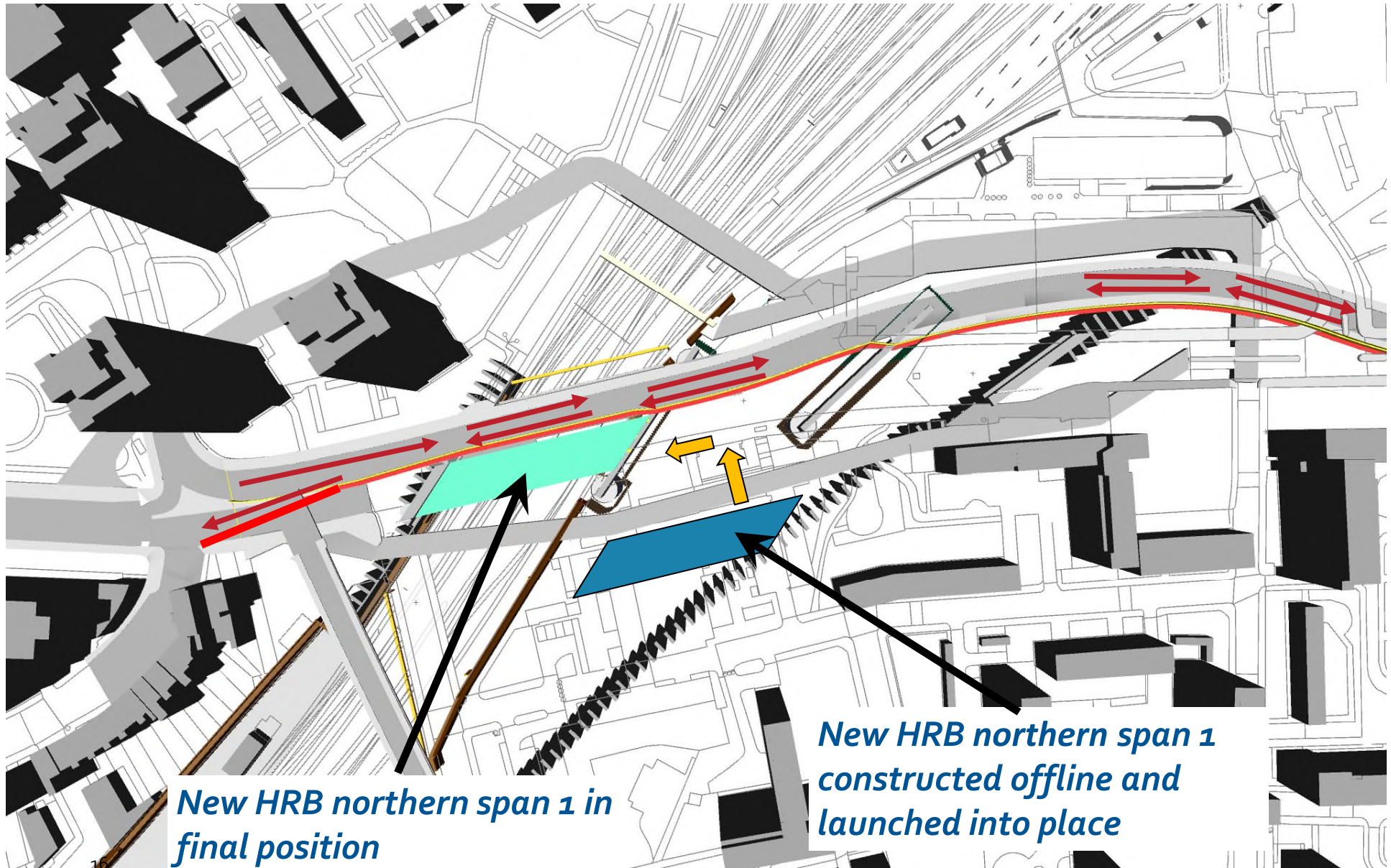


# Phasing of Construction Work - Stage 5

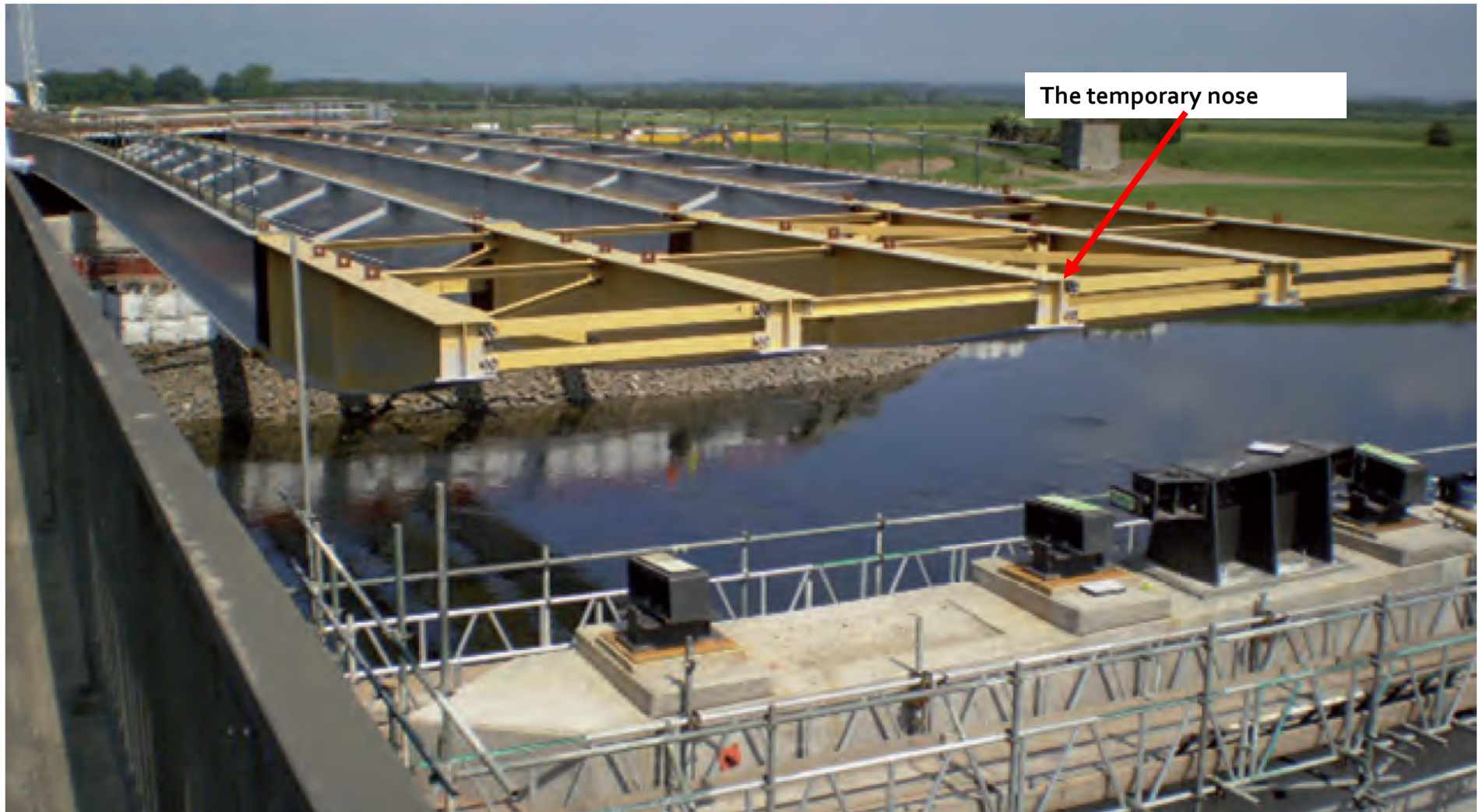




# Phasing of Construction Work - Stage 6



# Launching method using Jacks



The temporary nose

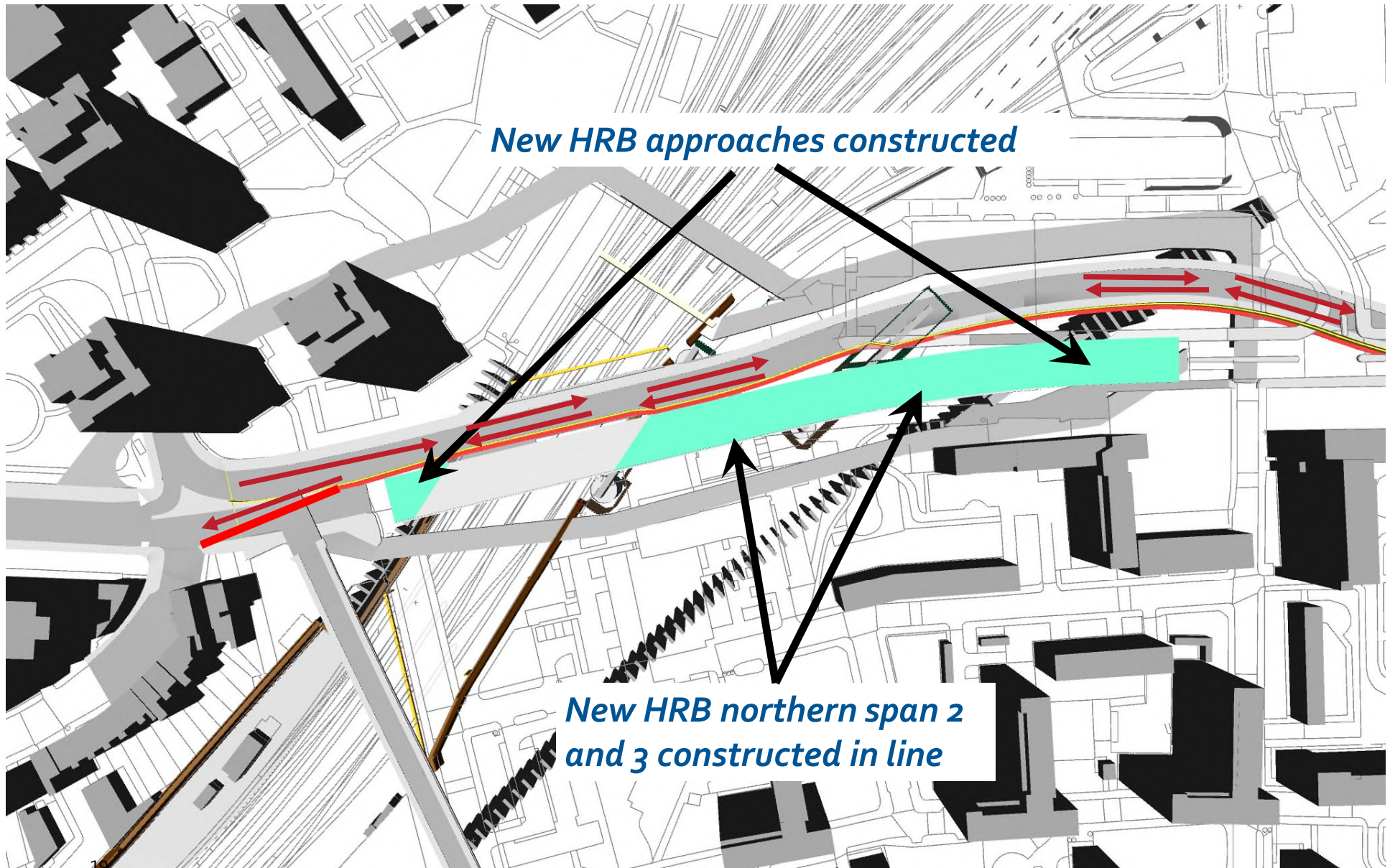


# Launching method using self propelled modular trailers (SPMT)

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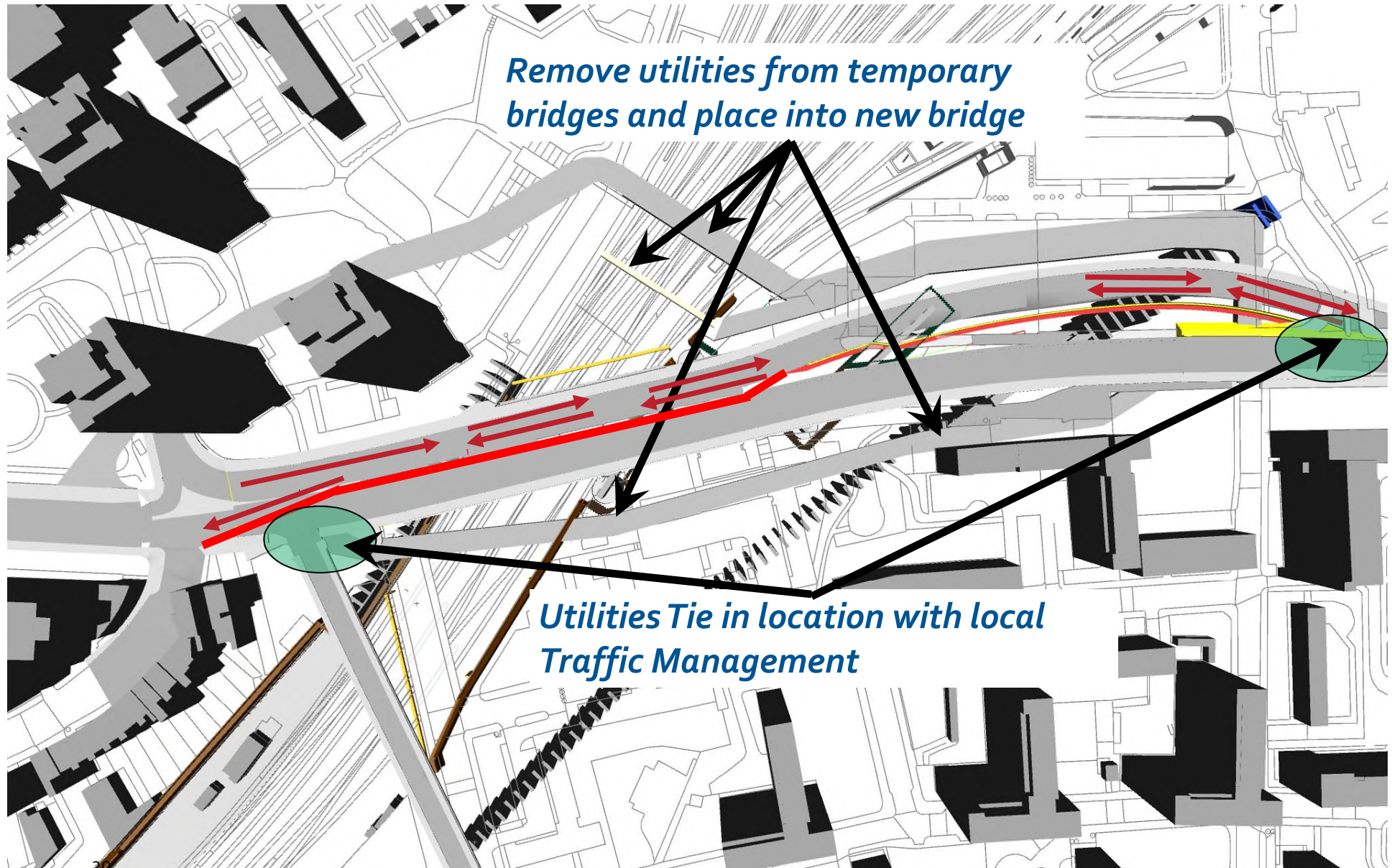


# Phasing of Construction Work - Stage 7



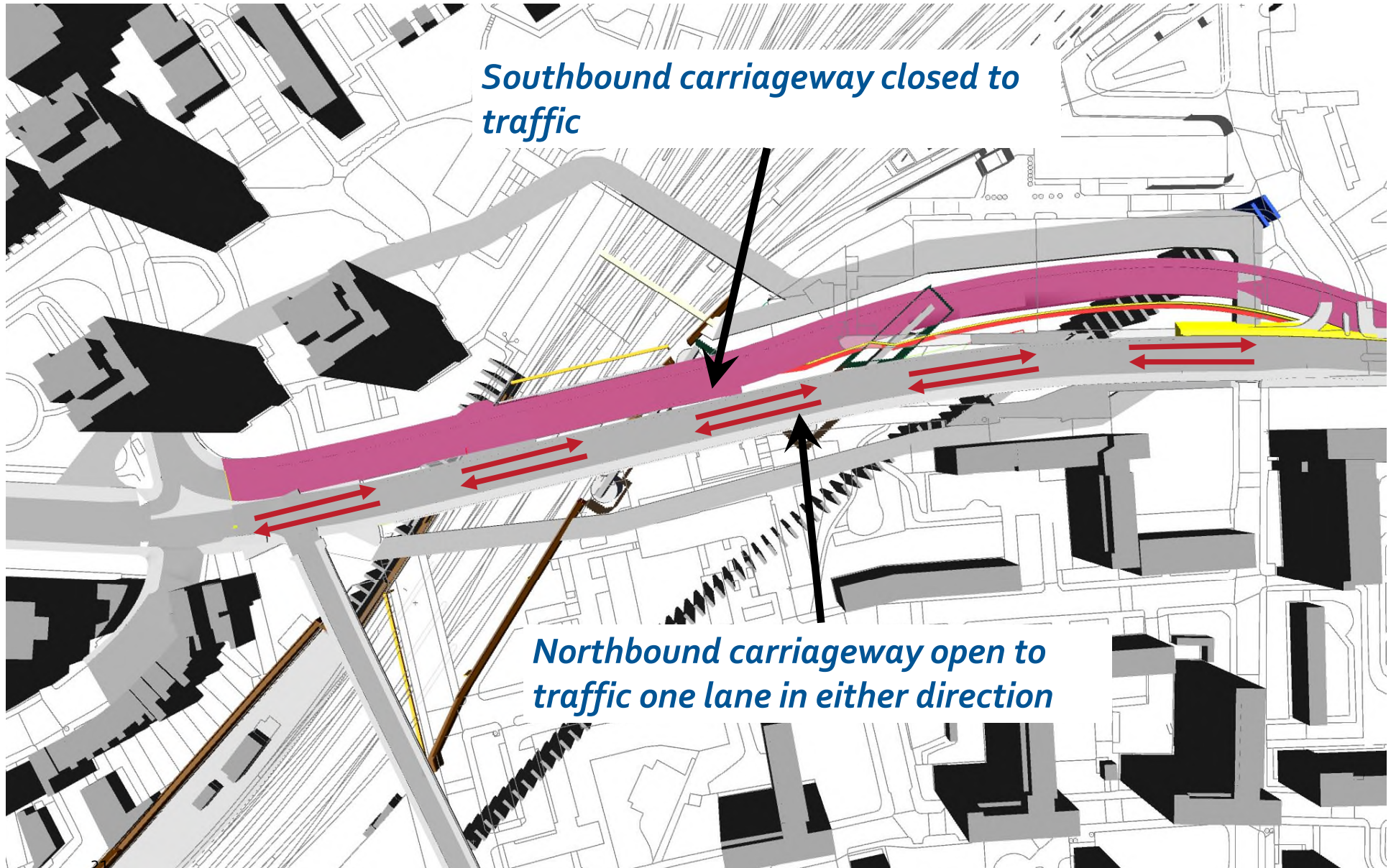


# Phasing of Construction Work - Stage 8



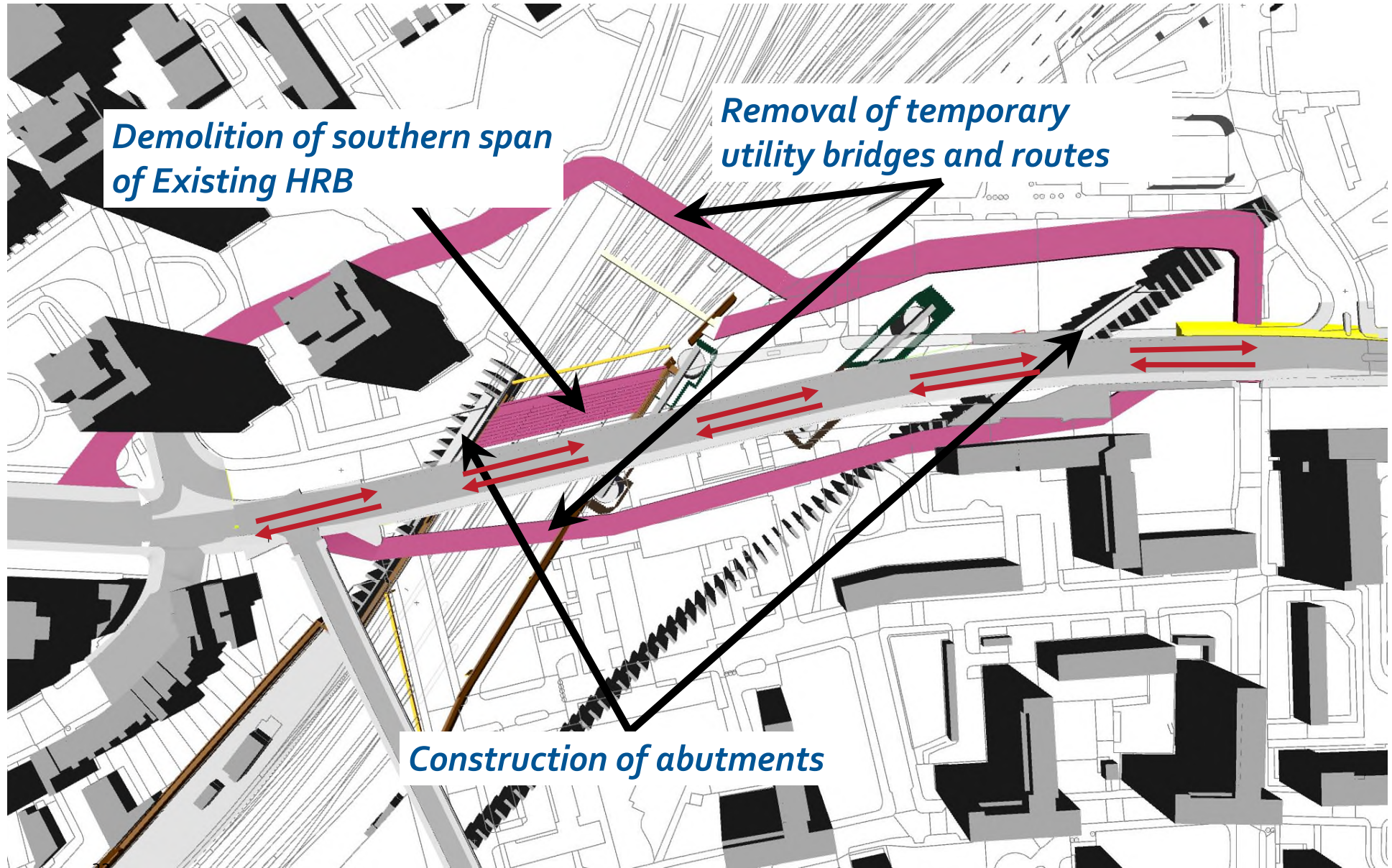


# Phasing of Construction Work - Stage 9



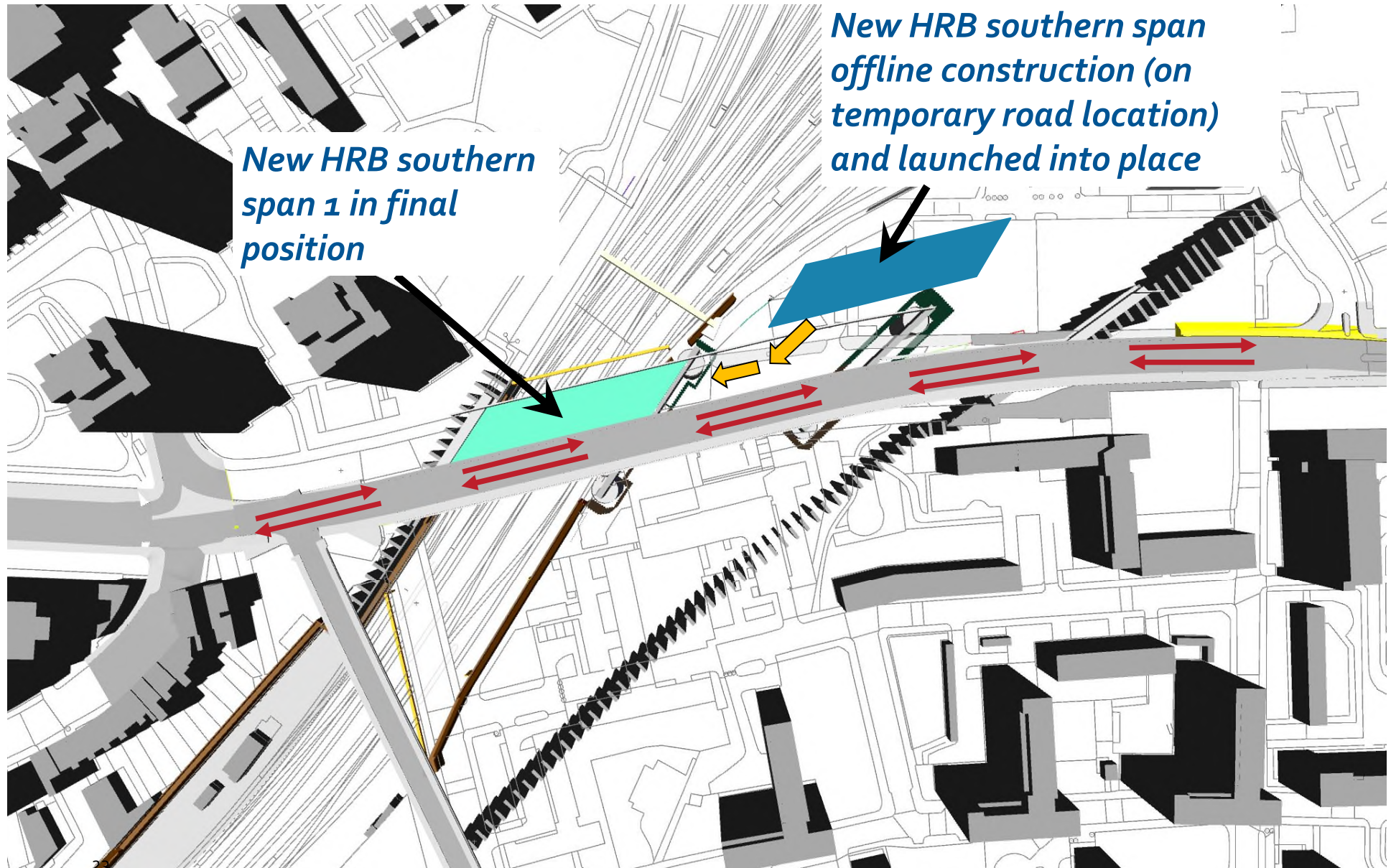


# Phasing of Construction Work - Stage 10



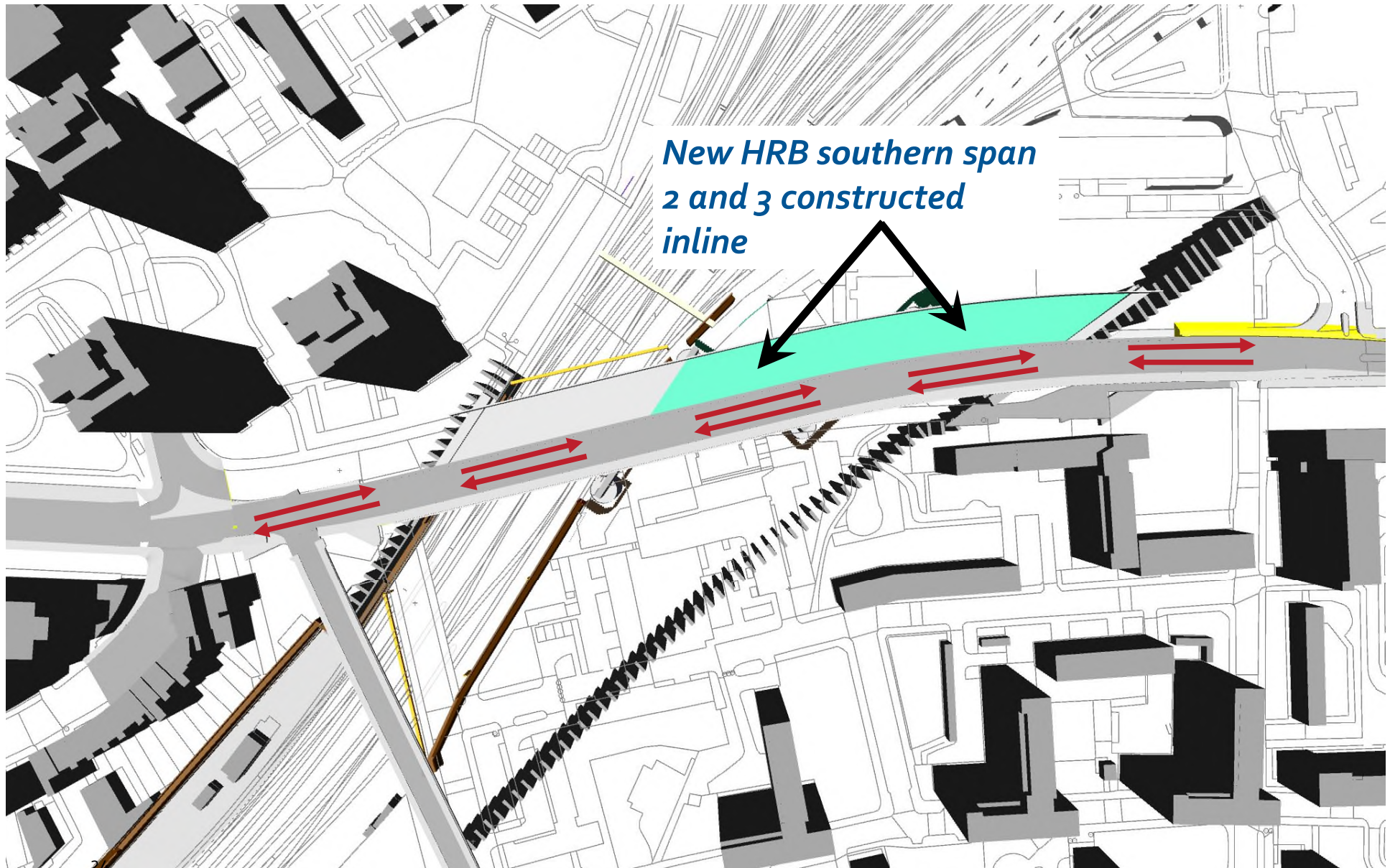


# Phasing of Construction Work - Stage 11



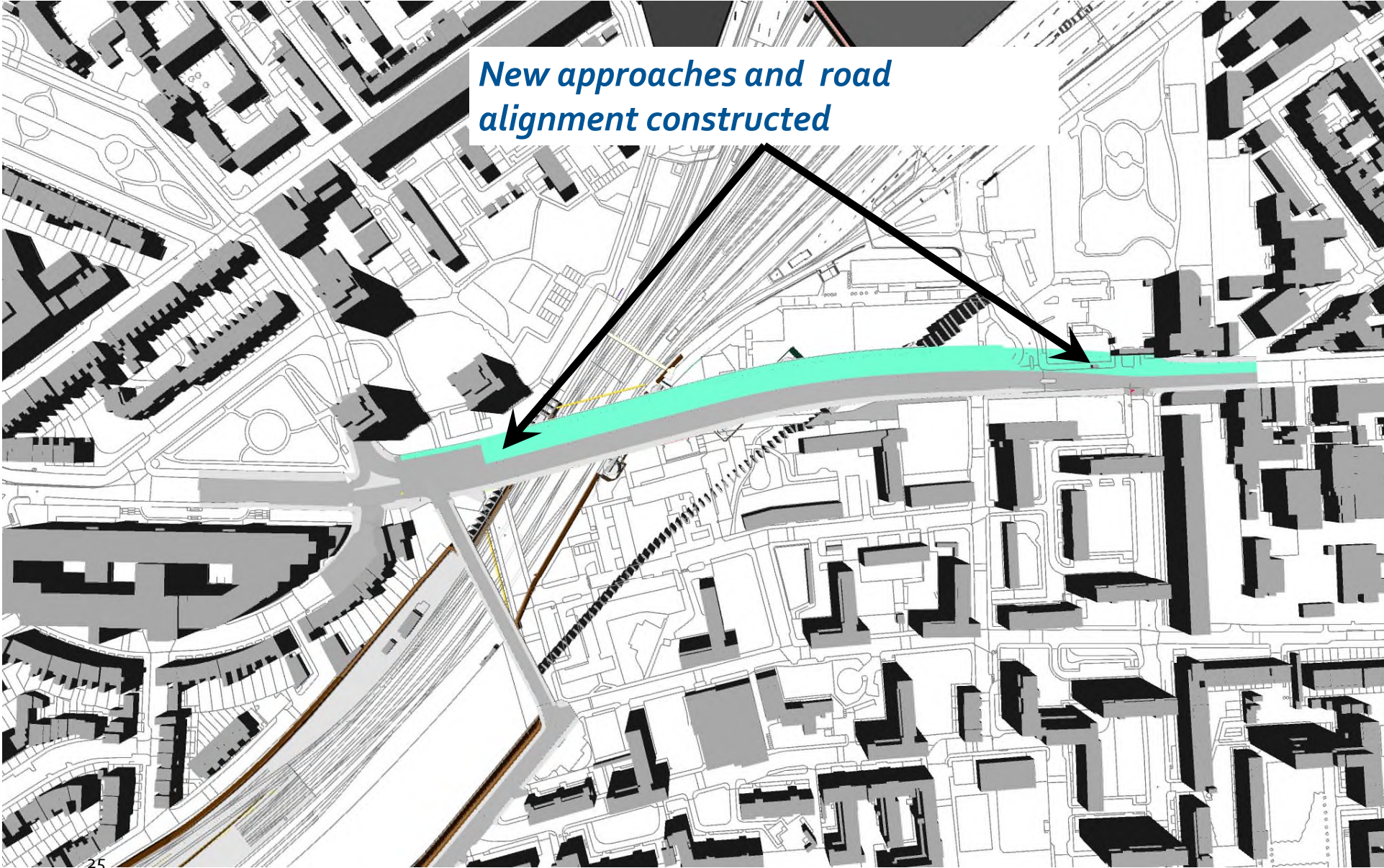


# Phasing of Construction Work - Stage 12



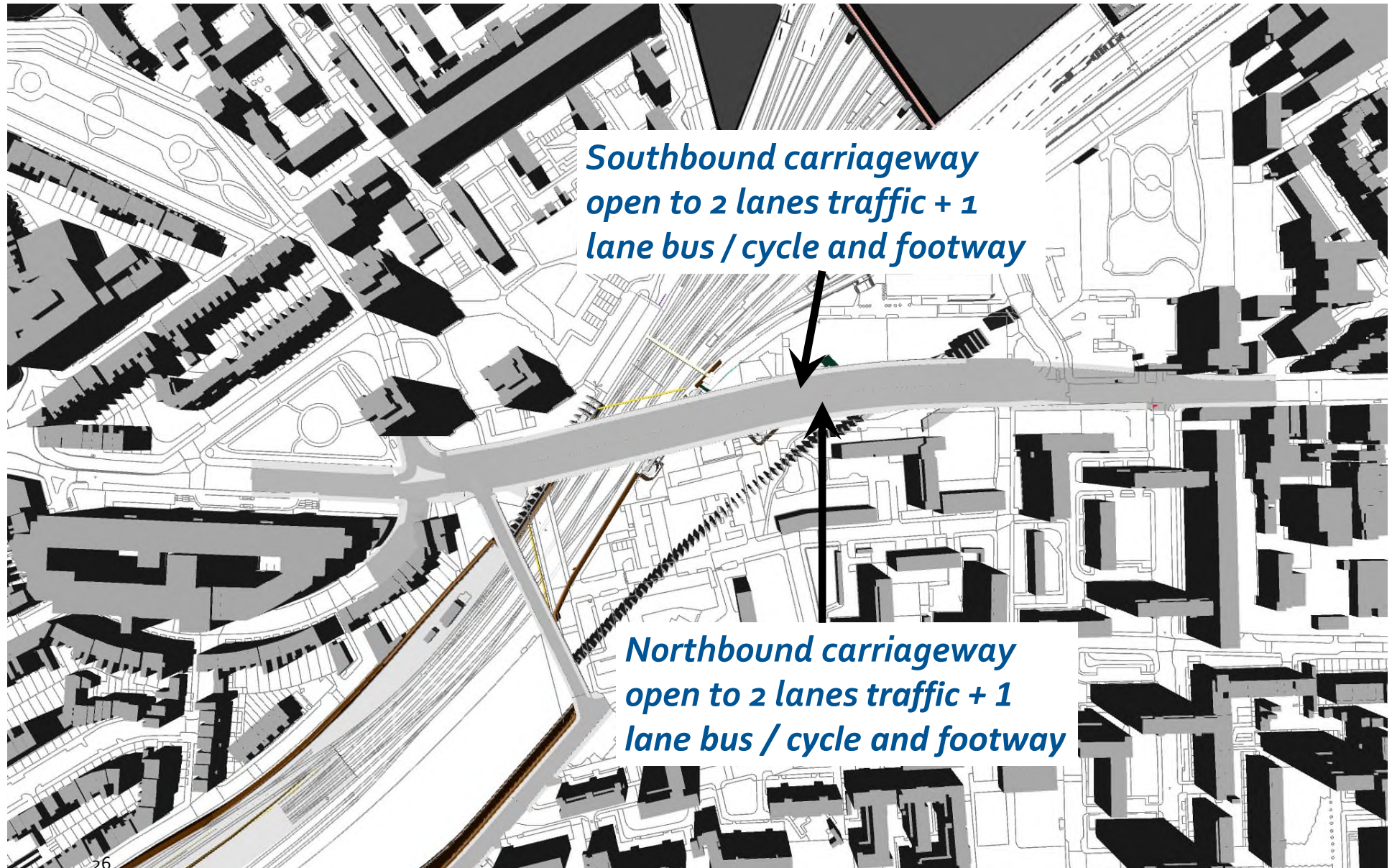


# Phasing of Construction Work - Stage 13





# Stage 14 – A400 bridge works complete



*Southbound carriageway  
open to 2 lanes traffic + 1  
lane bus / cycle and footway*

*Northbound carriageway  
open to 2 lanes traffic + 1  
lane bus / cycle and footway*



# HRB Completion

