

HS2 Planning Forum Note 6: Lorry Route Approval

Introduction

1. Paragraph 6 of Schedule 17 to the High Speed Rail (London – West Midlands) Bill, ‘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 (‘sites’) . These are commonly referred to as lorry route approvals. This note sets out the approach to these approvals and the contents of these submissions. Matters associated with the Route Wide Traffic Management Plan and Local Traffic Management Plans are outside Schedule 17 and are therefore outside the remit of this Planning Forum Note. Information on the EMRs and their enforcement can be found in HS2 Information Paper E1: Control of Environmental Impacts.

Approach

2. Once there are more than 24 LGV movements in a day, whether to or from a the site, the routes used by LGVs to that site from a special/trunk road need to be approved.
3. The nominated undertaker will submit to the relevant qualifying authority for approval a list of roads (the ‘main route(s)’) that that will be used by LGVs traveling ~~to between~~ a relevant site ~~from a and the~~ special/trunk road network ~~(the ‘main route(s)’)~~.
4. Submissions will include a general provision that, where an existing supplier/businesses 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 shortest most appropriate route to join the main route ~~(s)~~. 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 Transport for London Road Network (TLRN) is the equivalent to the trunk road network in London submissions made to planning authorities in London, or near London, will include a general provision that will seek a general approval of the entire TLRN network.
6. Submissions are made to the relevant qualifying authority in which the site is located. The relevant qualifying authority the application is submitted to approves or refuses the application for the totality of the lorry route. As stated in the Planning Memorandum the Nominated Undertaker, when it makes such submissions, will send a copy of the submission to adjoining authorities if the lorry routes pass through the areas of adjoining authorities.
5. —

Contents of Lorry Route Requests for Approval

- ~~6.7.~~ Requests for approval of lorry routes will comprise:

For Approval

- A list of roads 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 shortest most appropriate route from the supplier/business

site to the main route(s). The most appropriate routes will be discussed at the relevant Traffic Liaison Group.

For Information

- A covering letter
- A plan showing the routes.
- A written statement which will:-
 - i) Describe the sites
 - ii) Describe the works at the site
 - iii) Provide a summary of the lorry route information from the Local Traffic Management Plan which will include predicted LGV numbers.
- A Route Management, Improvement and Safety Plan which will: -
 - a) Will provide a summary of any measures required to facilitate the use of the route by Large goods vehicles
 - b) Provide a summary of measures required to ~~facilitate~~ ensure the safety and free flow of traffic in the proximity of the worksite access points, Eg vehicle booking system details, driver training.