

FAQs for Lorry Route

October 2020 | www.hs2.org.uk

As we deliver Britain's new high speed railway, we are committed to minimising our impact on the environment and being a good neighbour to communities affected by the project. To help meet this goal, we have carefully planned the way that we transport machinery, materials and our workforce, to and from our construction sites.

We understand that traffic and transport management during future construction work is a key issue for local communities. Our work will lead to more vehicles being on the roads in some locations.

What are the construction sites in Hillingdon area?

South Ruislip Vent Shaft Compound

The site is located on a former industrial estate off the Victoria Road and is bounded by the Chiltern Main Line to the south-west, light industrial businesses to the north-west and Old Dairy Lane to the north-east which comprises a mix of restaurants, retail and warehousing.

The works to be undertaken from this site include advance works such as site establishment works including utility connections, utility diversions and, construction of the South Ruislip vent shaft and surface headhouse structure, tunnel and vent shaft fit out, vent shaft access road and railway installation works.

West Ruislip Portal Compound

The site is bounded by B466 Ickenham Road to the east, Ruislip Golf Course to the north, Breakspear Road South to the west and the Chiltern Main Line to the south.

The works to be undertaken from this site include advance works such as enabling works and utility connections and diversions, construction of tunnel portal, ramp structure and footbridge (west of Ickenham Road); construction of the portal structure and surface headhouse structure; diversion of the Ickenham Stream; assembly and launch of the tunnel boring machine (TBM); conveyor and narrow-gauge service railway for tunnelling logistics; embankment construction; portal building fit-out and installation of a new temporary logistics siding.

Breakspear Road South Compound

The site is bounded by Breakspear Road South (at the MSD access road junction) to the west, River Pinn to the east, Chiltern Main Line to the south. The area north-east of the site is predominantly farmland with some commercial land use.

The works to be undertaken from this site include advance works such as enabling works and utility diversions and; construction of Breakspear Road South underbridge, River Pinn underbridge, gate mead embankment; West Ruislip retained embankment; utility diversions and temporary tunnelling conveyor installation.

Cophthall Tunnel and Main Compound and Harvil Road Realignment Compound

The site is an irregular shape and is bounded by Breakspear Road South in the east and Harvil Road to the west.

The works to be undertaken from this site include advance works (such as site establishment works, utility connections and diversions); Cophthall tunnel and excavated materials transfer to Northern Sustainable Placement Area; Cophthall tunnel works; HS2 permanent siding works; Harvil road re-alignment works, construction of Harvil Road bridges; culvert for Newyears Green Bourne and excavated tunnel material treatment and transfer to the Southern and Northern Sustainable Placement Areas.

What type of HGV will be used?

Vehicles must adhere to standards for both safety and emissions. For emissions, vehicle types will use low emission EURO VI engines.

For safety, vehicles will be compliant with FORS (Fleet Operator Recognition Scheme) Silver. Furthermore, any subcontracted vehicles will need to demonstrate their credentials and ability to show compliance with those standards.

How will HS2 prevent or reduce their impact on the free flow of traffic in the local area?

We have several ways in place to minimise the use of local roads, including re-using most of the earth we excavate during construction in our earthworks and landscaping around the railway. This means the material won't need to be moved long distances on the road network.

Additionally, for the duration of the works, a temporary haul road crossing point will be created to link all the West Ruislip worksites between Harvil Road and Ickenham Road, such as Northolt Tunnel and Earthworks Main Compound, Harvil Road Realignment Satellite Compound, Breakspear Road South Satellite Compound and West Ruislip Portal Satellite Compounds.

The use of internal haul roads will ensure that material can be stockpiled earlier in the programme, avoiding the peak of HGV movements.

How many HGVs will be there on Hillingdon roads?

Ickenham High Road, Breakspear Road South, Harvil Road and Swakeleys Road are the lorry routes from Swakeleys Roundabout. To ensure that the requirements of the Hillingdon Agreement are met the cumulative total from all compounds using these roads cannot exceed 550 vehicle movements per day.

Please note that HGV's using Harvil Road will originate from both SCS (Skanska, Costain and Strabag) and Align Joint ventures. We will ensure the numbers from both ventures are included in the total.

For South Ruislip Vent Shaft compound, in our current forecast we currently have one month where we will have 90 vehicle movements per day (one vehicle entering and then exiting the construction compound is counted as two movements). There will also be periods during the construction where the need for HGV movements will be much lower

Is there an alternative use of the excavated material?

In the Borough of Hillingdon, excavated material arising from the boring of the Northolt Tunnel will be disposed of through sustainable placement.

Sustainable placement, the on-site placement for disposal of surplus excavated material, is proposed in order to reduce the number of vehicles that would utilise the road network to dispose of material off site. 'On-site' in this context means within the land required for the purposes of constructing the railway and 'off-site' means external land (or landfill site) which is not specifically required for the purposes of constructing the railway. The majority of surplus excavated material is generated during excavation of the Copthall Cutting (the part of the new railway that runs between Breakspear Road South and Harvil Road in cutting).

The sustainable placement in this area will be landscaped and incorporated into existing landforms with hedgerows replanted. The use of off-road haul roads will further limit the amount of traffic on local roads.

What time the lorry route will be used?

Our core working hours will be from 08:00 to 18:00 on weekdays (excluding bank holidays) and from 08:00 to 13:00 on Saturdays. To maximise productivity within the core hours a period of up to one hour before and up to one hour after normal working hours for start-up and close-down of activities will be permitted

to include (but not be limited to) deliveries, movement to place of work, unloading, maintenance and general preparation work. This will not include operation of plant or machinery likely to cause a disturbance to local residents or businesses.

HGV movements will primarily be restricted to the core working hours, however some deliveries such as concrete will be made outside of these hours. All works will be agreed with the local authority prior to undertaking the work under Section 61 of the Control of Pollution Act 1974.

How will you monitor vehicle numbers?

We have in place a recording of vehicle numbers system for the whole of the Area South contract area (Euston to West Ruislip). This will be implemented, in the next year, with a tracking system, this will involve the use of a central logistics tower that will track and control vehicle movements using an electronic system that allows us to communicate with drivers and plan deliveries.

In addition, a vehicle management system will be implemented that directs vehicles to holding points within the construction compounds away from the where works are being conducted. Once in these holding points each vehicle can be checked and assessed and then assigned a 'delivery slot' to the works area to prevent any stacking of vehicles outside of the construction compounds.