

# Lower Thames Crossing

## 2.10 Traffic Regulation Measures Plans

### Volume A (key plan)

APFP Regulation 5(2)(o)

Infrastructure Planning (Applications:  
Prescribed Forms and Procedure)  
Regulations 2009

Volume 2

**DATE: October 2022**

Planning Inspectorate Scheme Ref: TR010032  
Application Document Ref: TR010032/APP/2.10

**VERSION: 1.0**

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# Lower Thames Crossing

## List of contents

	<b>Page number</b>
<b>1 Introduction .....</b>	<b>1</b>
<b>2 Schedule of Plans included in this application document .....</b>	<b>4</b>

# 1 Introduction

- 1.1.1 This document is submitted to the Planning Inspectorate on behalf of the Secretary of State in relation to an application made by National Highways (the Applicant) under section 37 of the Planning Act 2008.
- 1.1.2 The application is for the grant of development consent for the A122 Lower Thames Crossing. Should development consent be granted, the draft A122 (Lower Thames Crossing) Development Consent Order (Application Document 3.1) (the draft Order) will be made by the Secretary of State (subject to any modifications considered appropriate).
- 1.1.3 This document comprises part of the suite of application documentation and is included in the application to comply with Regulations 5(2)(o) and 5(4) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, which require:
- 5(2)(o) ‘any other plans, drawings and sections necessary to describe the proposals for which development consent is sought, showing details of design, external appearance, and the preferred layout of buildings or structures, drainage, surface water management, means of vehicular and pedestrian access, any car parking to be provided, and means of landscaping.*
- 5(4) Where a plan comprises three or more separate sheets a key plan must be provided showing the relationship between the different sheets.’*
- 1.1.4 The purpose of the Traffic Regulation Measures Plans is to show the speed limits, clearways and other restrictions that would be applied to regulate traffic on new or altered highways within the Order Limits.
- 1.1.5 Each sheet depicts the relevant reference points applicable within the area shown. Reference should be made to the next relevant sheet for details of reference points beyond the cut lines. Other information on this set is shown beyond the cut lines for completeness and context.
- 1.1.6 The highways design is shown in the background on the set for illustrative purposes to aid clarity and understanding of the information presented.
- 1.1.7 To ensure sufficient detail and clarity of information, the Traffic Regulation Measures (sheets 1 to 49) have been prepared at a scale of 1:2500. The key plan uses a smaller scale than that prescribed in Regulation 5(3) of the 2009 Regulations so that the Project can be represented on a single sheet plan.
- 1.1.8 The Applicant has adopted the same approach for the Traffic Regulation Measures Plans as has been used for the following:
- Land Plans (Application Document 2.2)
  - Crown Land Plans (Application Document 2.3)
  - Special Category Land Plans (Application Document 2.4)
  - General Arrangement Plans (Application Document 2.5)
  - Works Plans (Application Document 2.6)



- f. Rights of Way and Access Plans (Application Document 2.7)
  - g. Streets Subject to Temporary Restrictions of Use Plans (Application Document 2.8)
  - h. Drainage Plans (Application Document 2.16)
  - i. Temporary Works Plans (Application Document 2.17)
  - j. Hedgerows and Tree Preservation Order Plans (Application Document 2.18)
- 1.1.9 The information contained on each sheet of the Traffic Regulation Measures Plans corresponds with the information shown on each sheet of the aforementioned sets. This is intended to help interested parties understand the interrelationship between the different sets of plans and to help illustrate the design of the Project more clearly.
- 1.1.10 This approach means that there are some sheets that cover an area of the Project where there is no traffic regulations design. On these sheets, the Applicant has introduced a label stating: '*No design information on this sheet*'.
- 1.1.11 The Traffic Regulation Measures Plans show the Order Limits and the relevant local authority boundaries. In this plan set, 'the Order Limits' mean the limits of lands to be acquired or used, permanently or temporarily, within which the authorised development may be carried out (see article 2 of the draft Order).
- 1.1.12 As this document has been informed by and is part of the application documentation it should be read alongside the other application documents. In particular, the plans should be read alongside Schedule 6 of the draft Order (Application Document 3.1).
- 1.1.13 This plan set uses a consistent key applicable to the plan set as a whole, rather than being tailored to each individual sheet. This means that there may be some items shown in the key that are not on a given sheet.
- 1.1.14 Reference points shown on this plan set are listed in Schedule 6 of the draft Order and describe the extents of restrictions. These reference points allow Schedule 6 of the draft Order to be cross-referenced more precisely with the plan set.
- 1.1.15 This plan set uses different line types and colours to distinguish between different traffic regulation measures: namely, clearways and speed limits and between different speed limits. A distinction is also made between proposed and existing speed limits, with existing speed limits shown for confirmation purposes. To make the plans easier to read, other restrictions (such as the prohibition of certain classes of traffic from highways listed in Schedule 6 of the draft Order) are not shown on the plans using lines or symbols. Instead, the extents (start and end reference points) of these restrictions are provided on the plans; these reference points are listed in Schedule 6 of the draft Order to enable cross referencing.
- 1.1.16 Similar to other plan sets where a line representing a speed limit or clearway is shown on a road that passes underneath another road, the line on the road passing under is cut (i.e. not shown on the plan); this is for presentation

purposes and to avoid any confusion that might arise from lines crossing each other. However, the speed limit or clearway itself does not stop at this point but is continuous. This is confirmed by Schedule 6 of the draft Order, which describes the extents of any restrictions as between a start point and an end point.

- 1.1.17 Where an entry/exit slip road or connecting road merges with or diverges from another road, the start or end of any traffic regulation measures on the slip road is taken to be the tip of the nosing at the merge or diverge.
- 1.1.18 To ensure that the file size of this document does not exceed the 50MB limit prescribed by the Planning Inspectorate, the set has been split into three volumes: volume A contains the key plan, volume B the initial sheets 1 to 20 and volume C contains the following sheets, 21 to 49.

## 2 Schedule of Plans included in this application document

Document Title	Document Number	Revision
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) KEY PLAN	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 1	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 2	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 3	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 4	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 5	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 6	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 7	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 8	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 9	TR010032/APP/2.10	P01

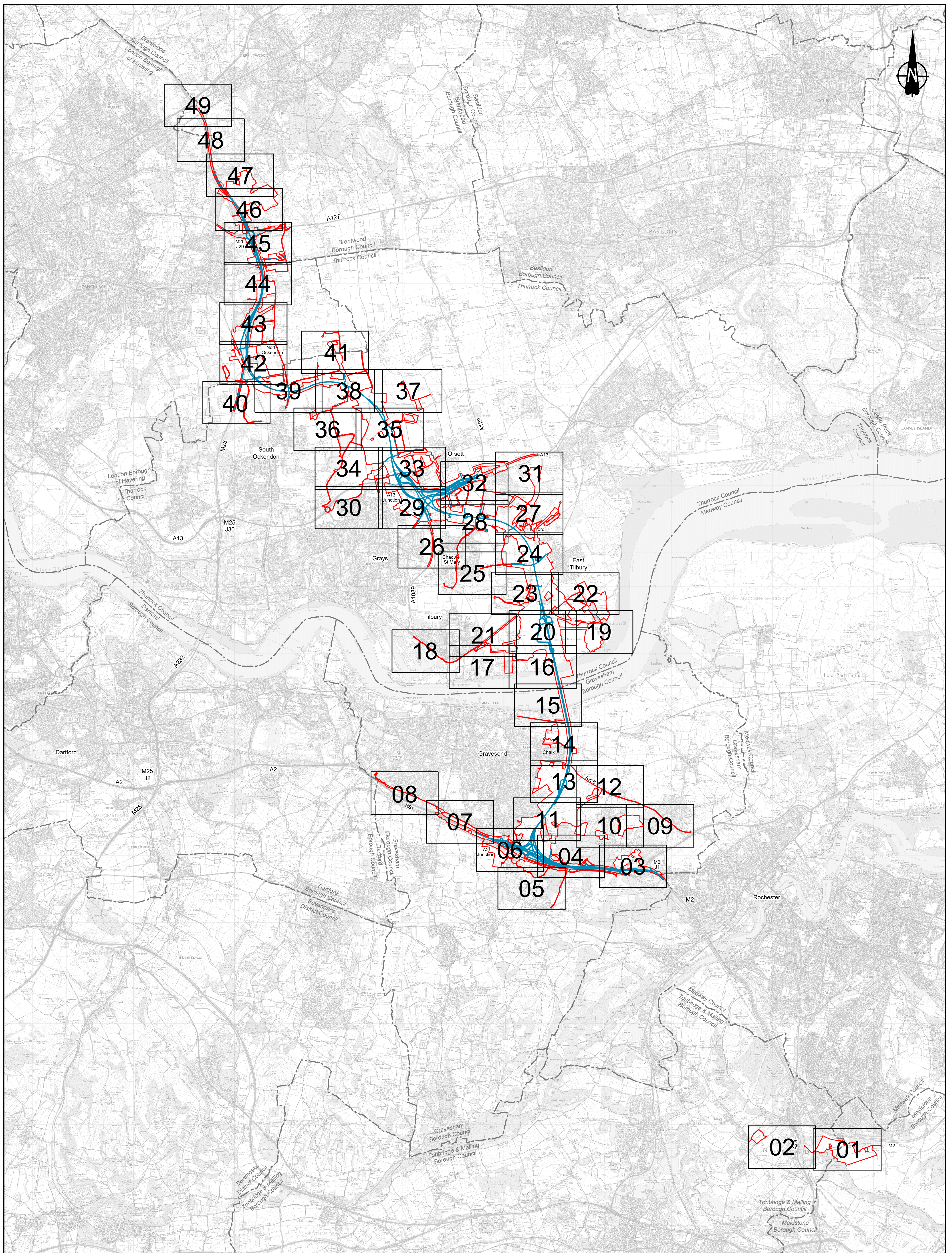
<b>Document Title</b>	<b>Document Number</b>	<b>Revision</b>
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 10	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 11	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 12	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 13	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 14	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 15	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 16	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 17	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 18	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 19	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 20	TR010032/APP/2.10	P01

Document Title	Document Number	Revision
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 21	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 22	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 23	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 24	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 25	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 26	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 27	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 28	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 29	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 30	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 31	TR010032/APP/2.10	P01

Document Title	Document Number	Revision
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 32	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 33	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 34	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 35	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 36	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 37	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 38	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 39	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 40	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 41	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 42	TR010032/APP/2.10	P01

<b>Document Title</b>	<b>Document Number</b>	<b>Revision</b>
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 43	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 44	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 45	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 46	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 47	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 48	TR010032/APP/2.10	P01
TRAFFIC REGULATION MEASURES PLANS REGULATION 5(2)(o) SHEET 49	TR010032/APP/2.10	P01





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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chk'd	Appr'd
P01	S8	19/10/2022	DCO Application	GP	BB	ASB

**LEGEND:**

- Proposed Route
- Order Limits
- - - Local Authority boundary

**03** Drawing sheet number

0 500 1000 1500 2000 2500 3000 3500 4000 4500 5000  
SCALE 1:50000 (A1)  
SCALE 1:100000 (A3)  
METRES

Client: **national highways**

Project: **LOWER THAMES CROSSING**

Status	DCO Application		Original Size	Revision
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