national highways

Lower Thames Crossing

7.9 Transport Assessment Appendix E – Construction Traffic Assessment Supporting Information

APFP Regulation 5(2)(q)

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

Volume 7

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Lower Thames Crossing

7.9 Transport Assessment
Appendix E – Construction Traffic Assessment Supporting Information

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1 Construction Traffic Assessment Supporting Information

1.1 Compound and ULHs access arrangements

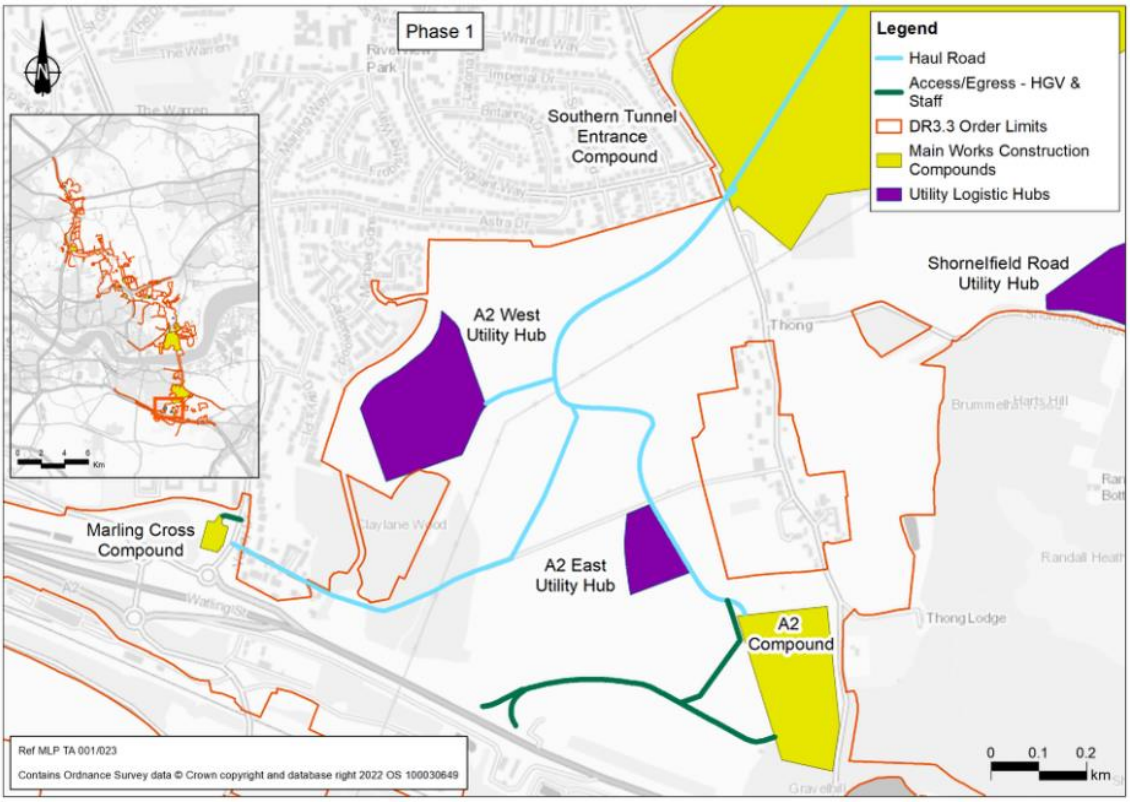
1.1.1 Each construction compound would be provided with a preliminary access and egress arrangement. These are described in the following sections.

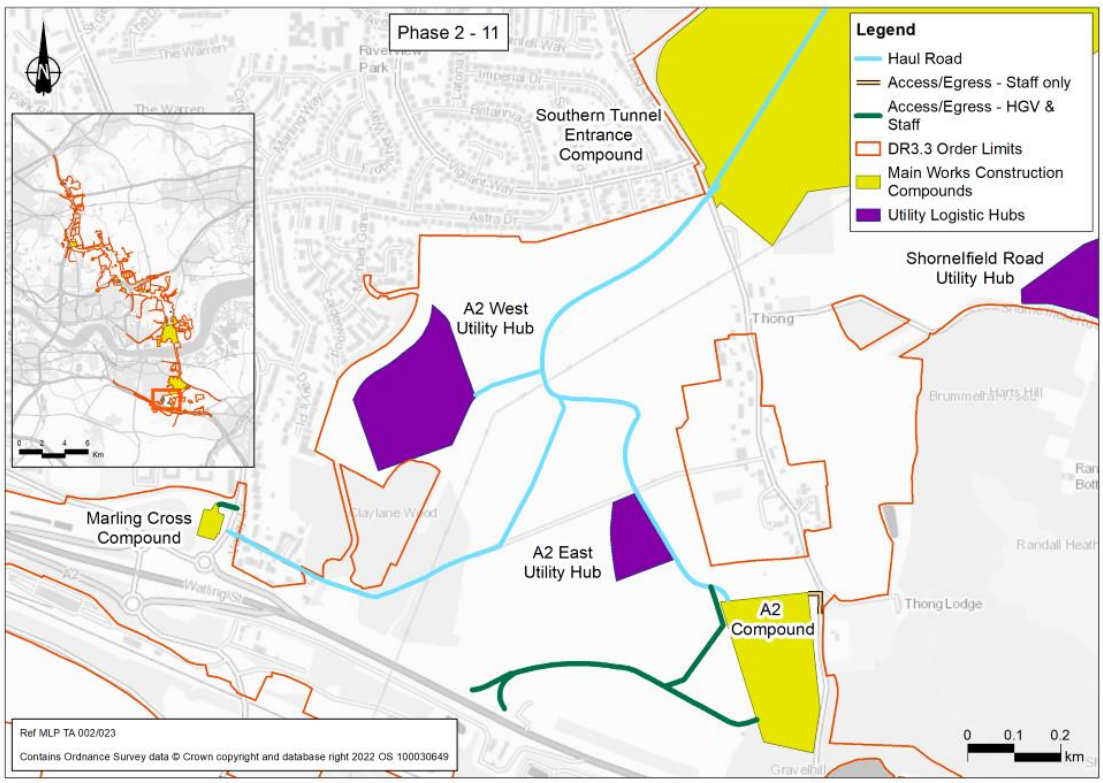
1.1.2 Where traffic signals or similar would be required to facilitate construction movements, such as access to compounds and construction vehicle crossing points, they would be locally controlled to ensure that traffic on the local road network has priority in terms of traffic movements. In addition, when the traffic signals are not required operationally, they would be turned off. For the purposes of the traffic modelling, most compound access points have been coded with a signalised junction and the remainder have been coded as priority-controlled junctions. All ULH access points are coded as priority-controlled junctions.

Marling Cross, A2, A2 East and A2 West

1.1.3 Access and egress arrangements for the Marling Cross and A2 and utility logistics hubs A2 East and A2 West are presented in Plate 1.1.

Plate 1.1 Marling Cross, A2, A2 East and A2 West access and egress arrangements





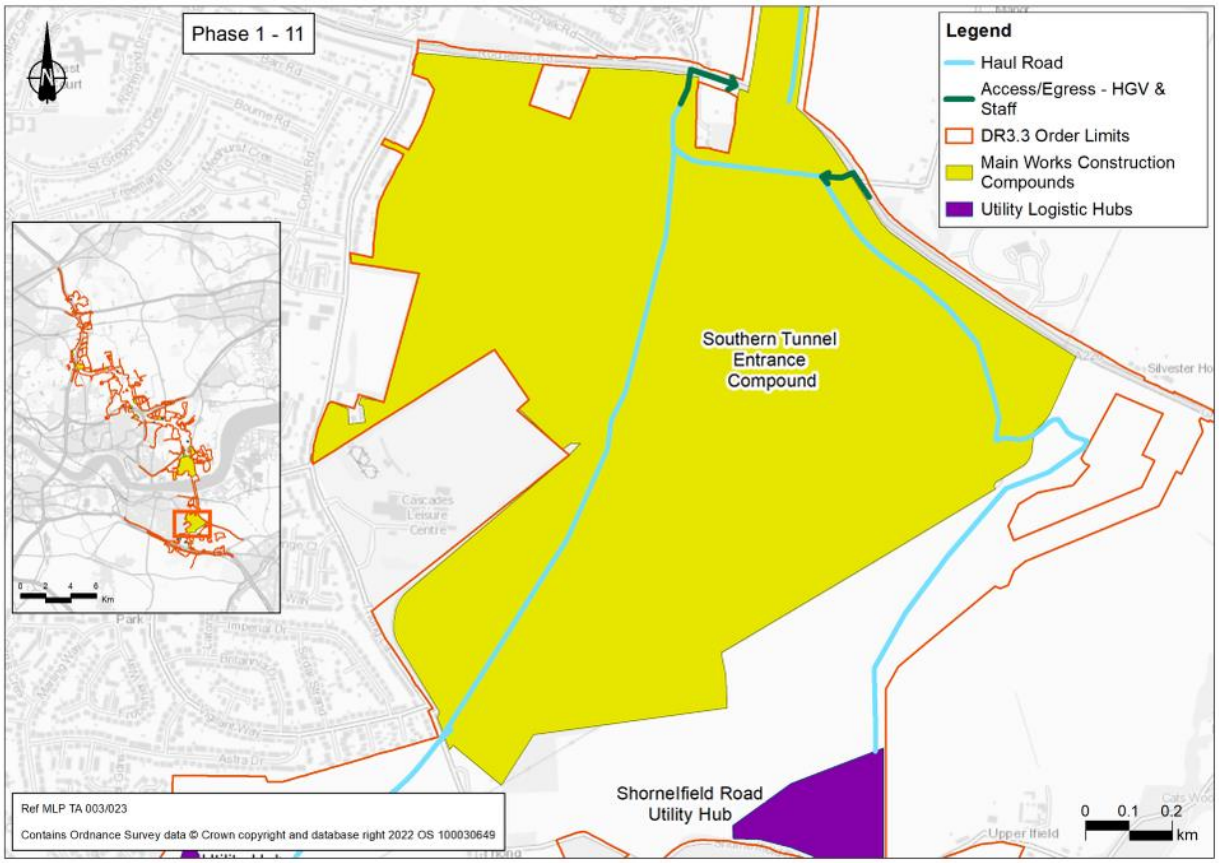
1.1.4 Access and egress to and from Marling Cross for both staff and HGVs would be via Valley Drive for the full construction programme.

1.1.5 Access and egress to and from A2, A2 East, and A2 West for HGVs in all phases would be via new slip roads. To access the compound and ULH a new slip road would bear off the A2 Eastbound on-slip at the Gravesend East junction. To egress the compound and ULH a new slip road would be provided directly on to the A2 Eastbound. In Phase 1 staff would use the same access and egress locations as the HGV traffic. In phases 2 to 11 staff would also be able to use a new compound access located on Thong Lane.

Southern Tunnel Entrance Compound and Shornefield Road Utility Hub

1.1.6 Access and egress arrangements for Southern Tunnel Entrance Compound and Shornefield Road Utility Hub are shown in Plate 1.2.

Plate 1.2 Southern Tunnel Entrance Compound and Shornefield Road Utility Hub access and egress arrangements



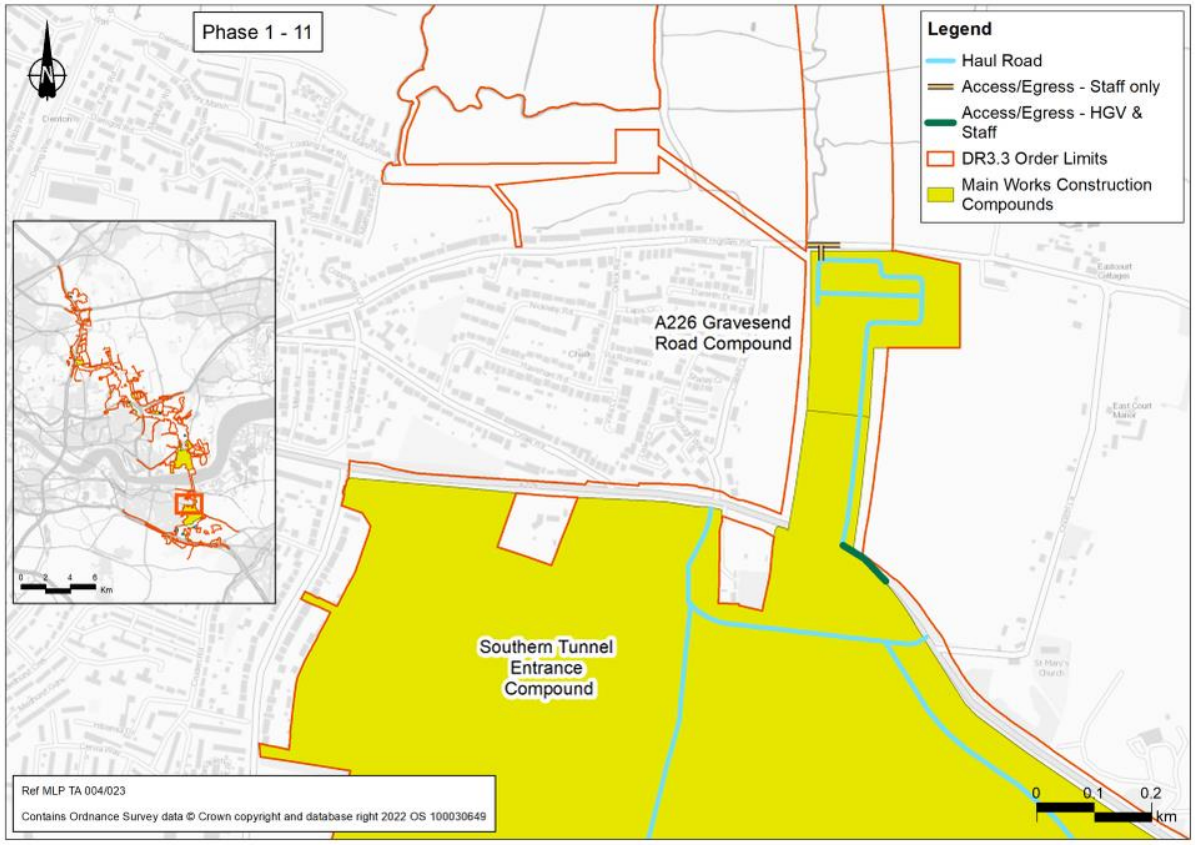
1.1.7 Access to Southern Tunnel Entrance Compound and Shornefield Road Utility Hub for both HGVs and staff would be via a new signalised junction on the A226. There would then be a one-way system through the compound. Egress for both HGVs and staff would be via a new signalised junction on the A226. There would be no left turn allowed at the egress location for HGVs so these would need to turn right onto the A226. Staff would be allowed to turn left onto the A226.

A226 Gravesend Road compound

1.1.8 Access and egress arrangements for the A226 Gravesend Road compound are shown in Plate 1.3.

1.1.9 Access and egress to/from A226 Gravesend Road Compound for HGVs would be via the A226 in all phases. Staff access and egress would be via a new signalised junction on Lower Higham Road in all phases.

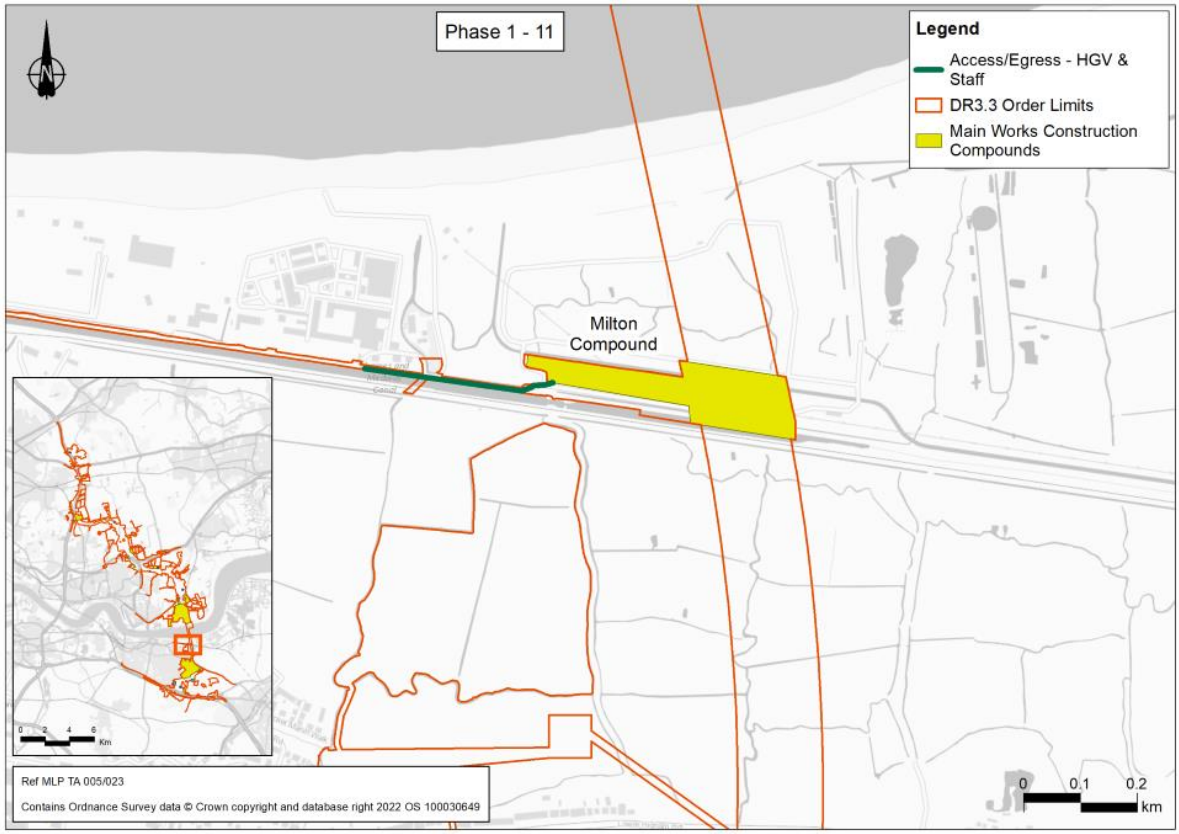
Plate 1.3 A226 Gravesend Road Compound access and egress arrangements



Milton Compound

1.1.10 Access and egress arrangements for the Milton compound are shown in Plate 1.4. Access and egress to/from the Milton compound would be via the lane adjacent to the Thames and Medway Canal in all phases.

Plate 1.4 Milton Compound access and egress arrangements

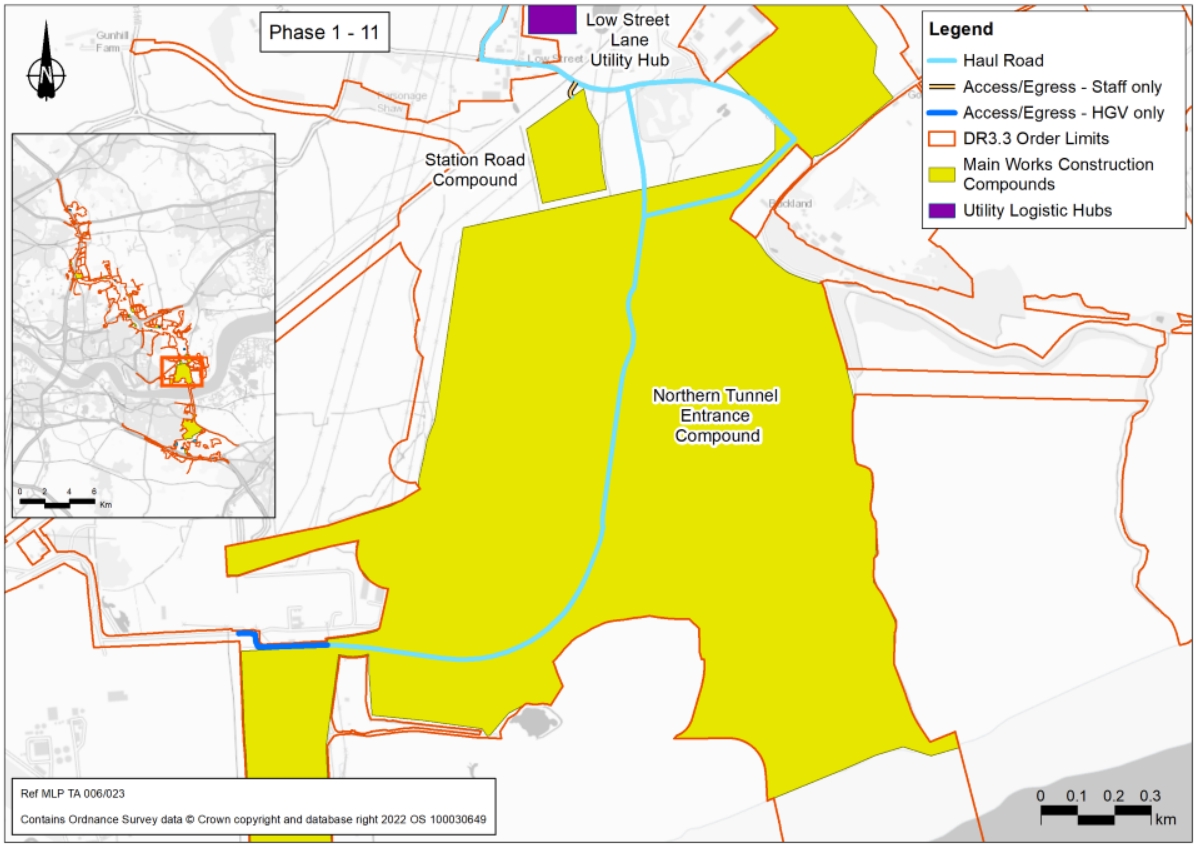


Northern Tunnel Entrance Compound and Station Road Compound

1.1.11 Access and egress arrangements for the Northern Tunnel Entrance and Station Road compounds are shown in Plate 1.5.

1.1.12 All HGV movements to both would be via Fort Road and Substation Road. HGVs travelling to and from the Station Road compound would use the haul road to travel through the Northern Tunnel Entrance compound to the Station Road compound. Staff would use Station Road to access/egress both Northern Tunnel Entrance Compound and Station Road Compound. Staff travelling to Northern Tunnel Entrance compound would use the haul road to travel through the Station Road compound to the Northern Tunnel Entrance compound.

Plate 1.5 Northern Tunnel Entrance Compound and Station Road Compound access and egress arrangements

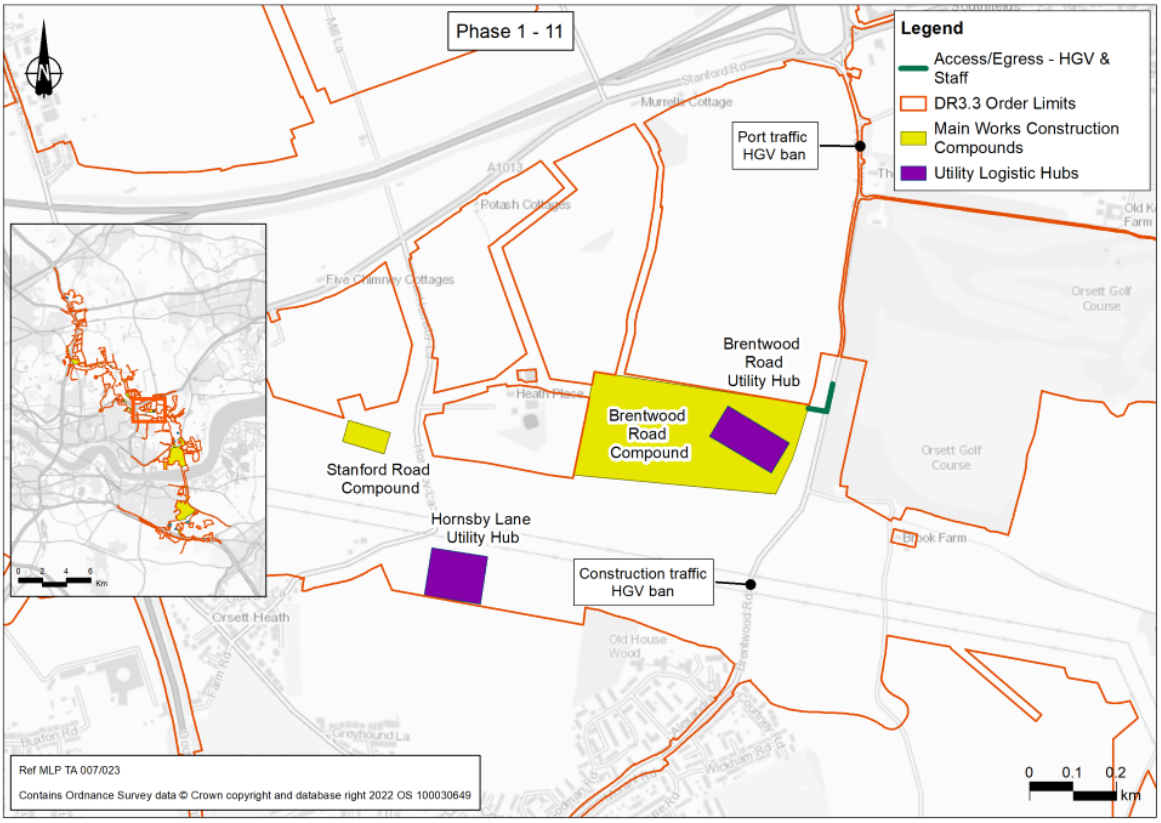


Brentwood Road Compound and Brentwood Road Utility Hub

1.1.13 Access and egress arrangements for the Brentwood Road compound and Brentwood Road Utility Hub are shown in Plate 1.6.

1.1.14 Access and egress to/from both would be via Brentwood Road in all phases. This would require the relaxation of an existing HGV ban on Brentwood Road, south of the Orsett Cock junction. Project construction related HGVs would be allowed to use Brentwood Road to access the compound and ULHs but would not be allowed to travel further south on Brentwood Road.

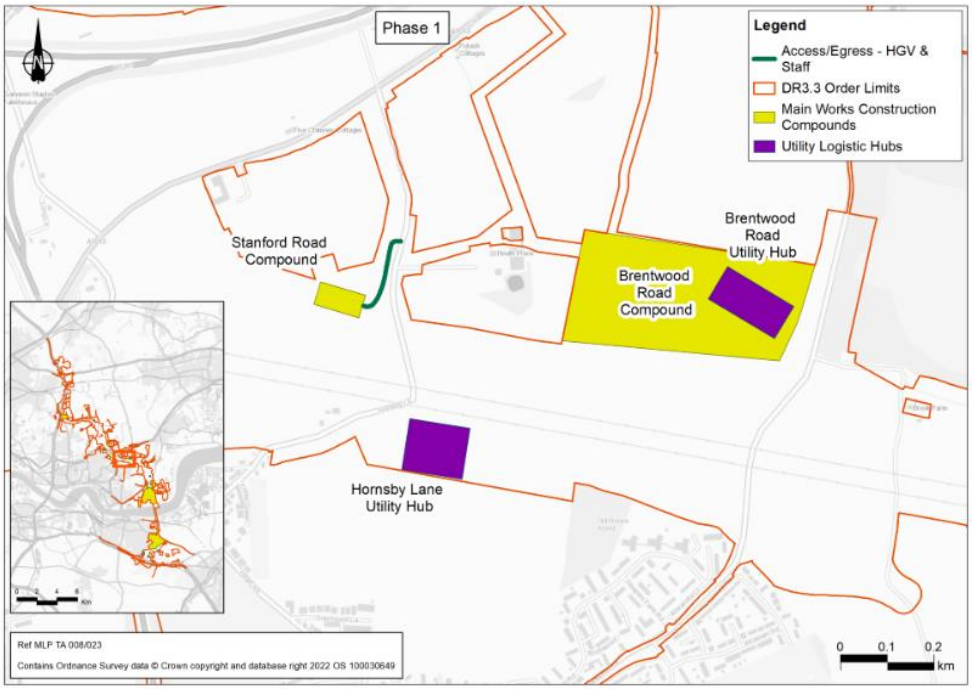
Plate 1.6 Brentwood Road Compound, Hornsby Lane Utility Hub and Brentwood Road Utility Hub access and egress arrangements

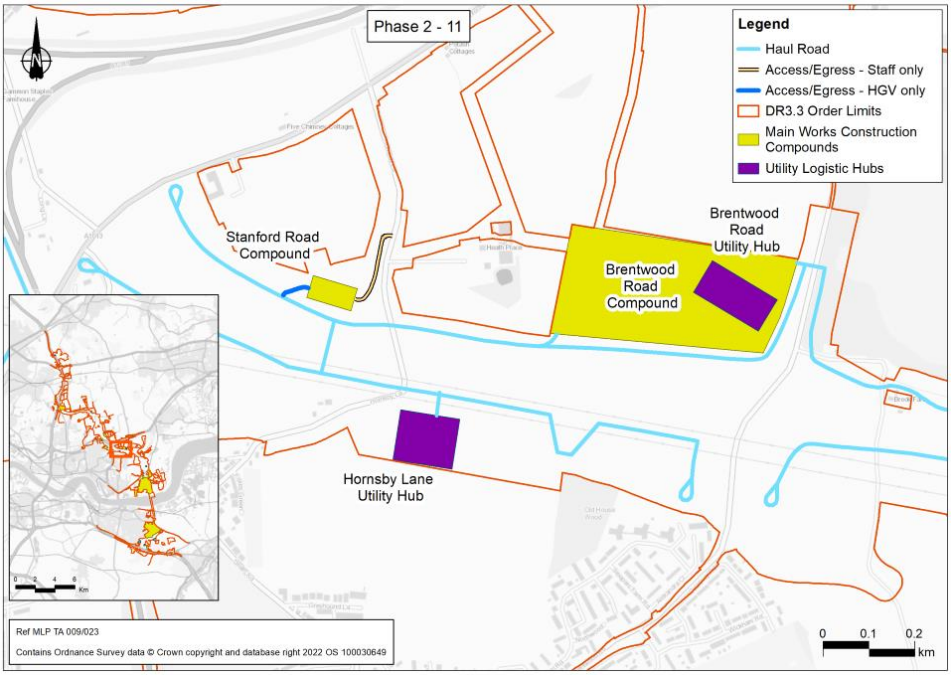


Stanford Road Compound and Hornsby Land Utility Hub

1.1.15 Access and egress arrangements for the Stanford Road compound and Hornsby Lane Utility Hub are shown in Plate 1.7. In phase 1 access and egress for both for all vehicles would be via Hornsby Lane, which would be closed after that phase. In phases 2-11, the haul road between Brentwood Road and the Stanford Road compound would be available and HGVs would use a direct access onto the haul road and then Brentwood Road. Staff would continue to use Hornsby Lane throughout the entire construction programme.

Plate 1.7 Stanford Road Compound and Hornsby Lane Utility Hub access and egress arrangements

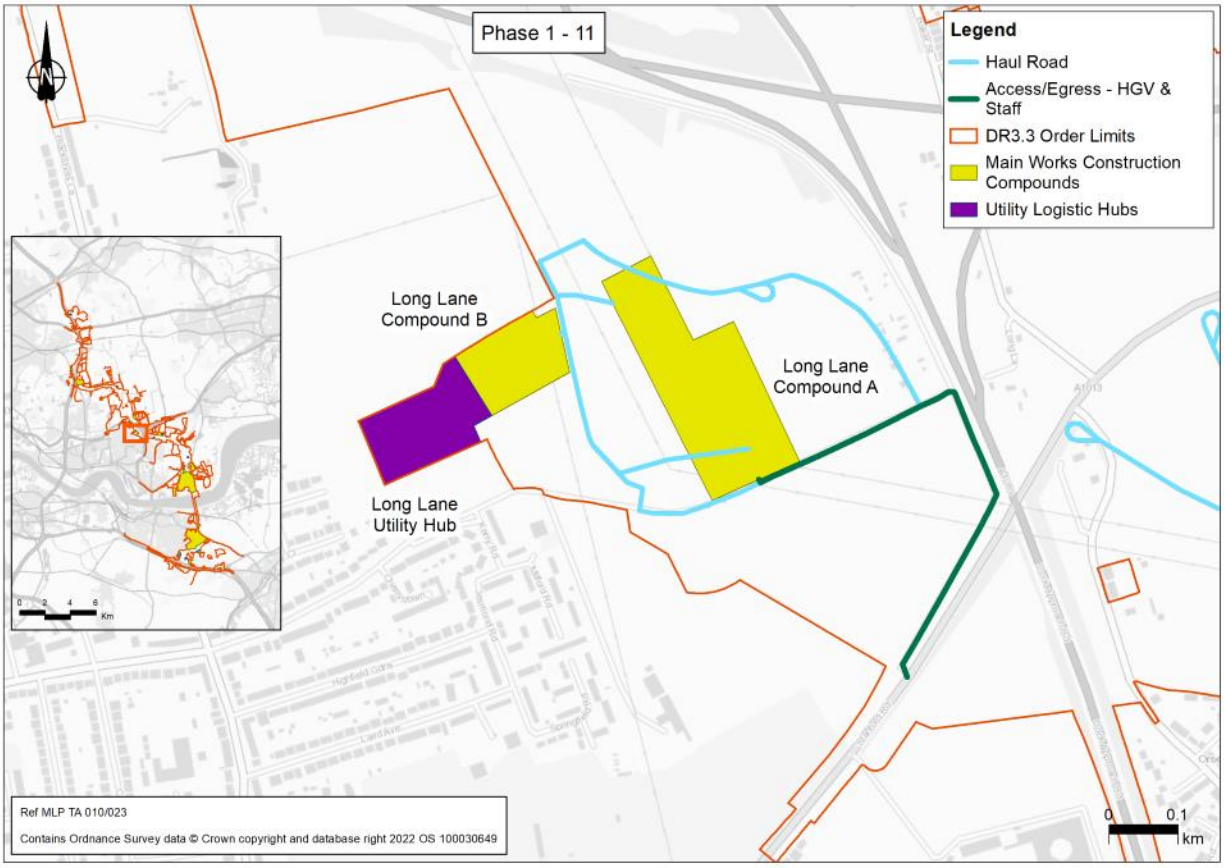




Long Lane Compound (a and b) and Long Lane Utility Hub

1.1.16 Access and egress arrangements for the Long Lane (a and b) and Long Lane Utility Hub are shown in Plate 1.8. Access and egress for the Long Lane compound (a and b) and Long Lane Utility Hub for all vehicles would be via Long Lane via Stanford Road for the entire construction programme.

Plate 1.8 Long Lane (A&B) and Long Lane Utility Hub access and egress arrangements

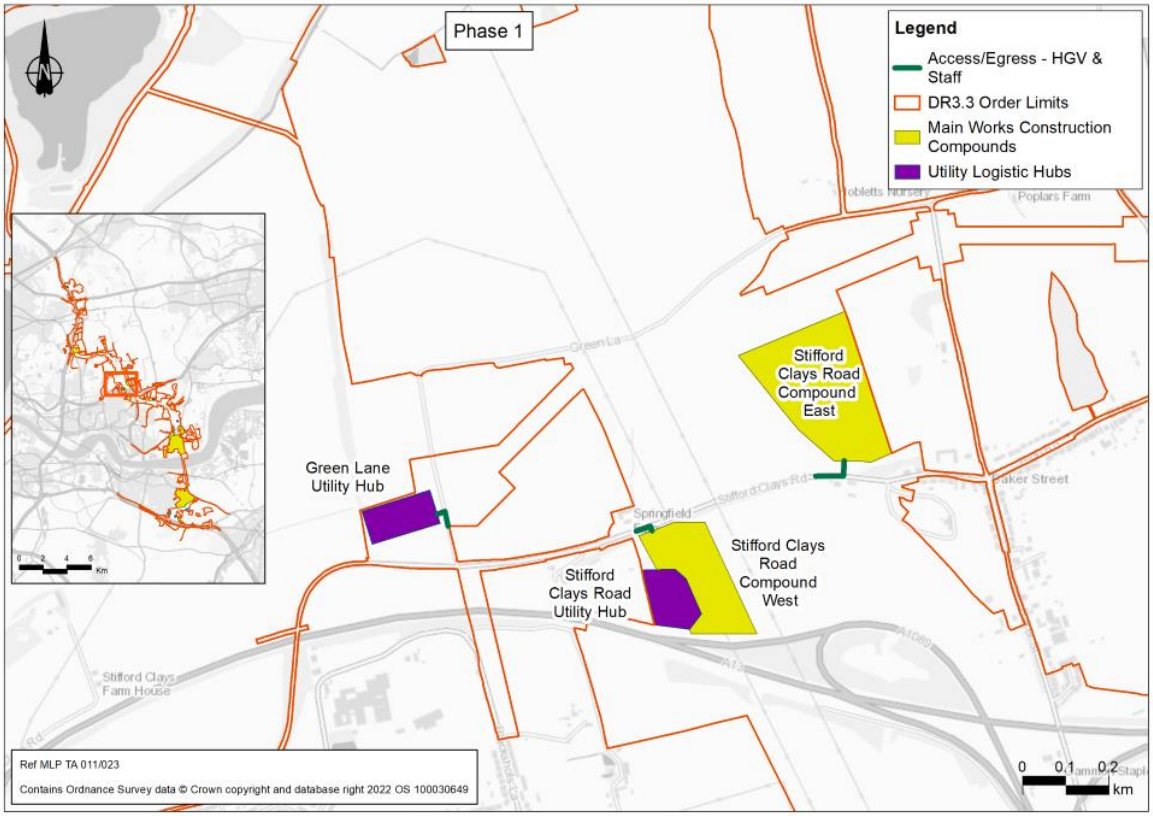


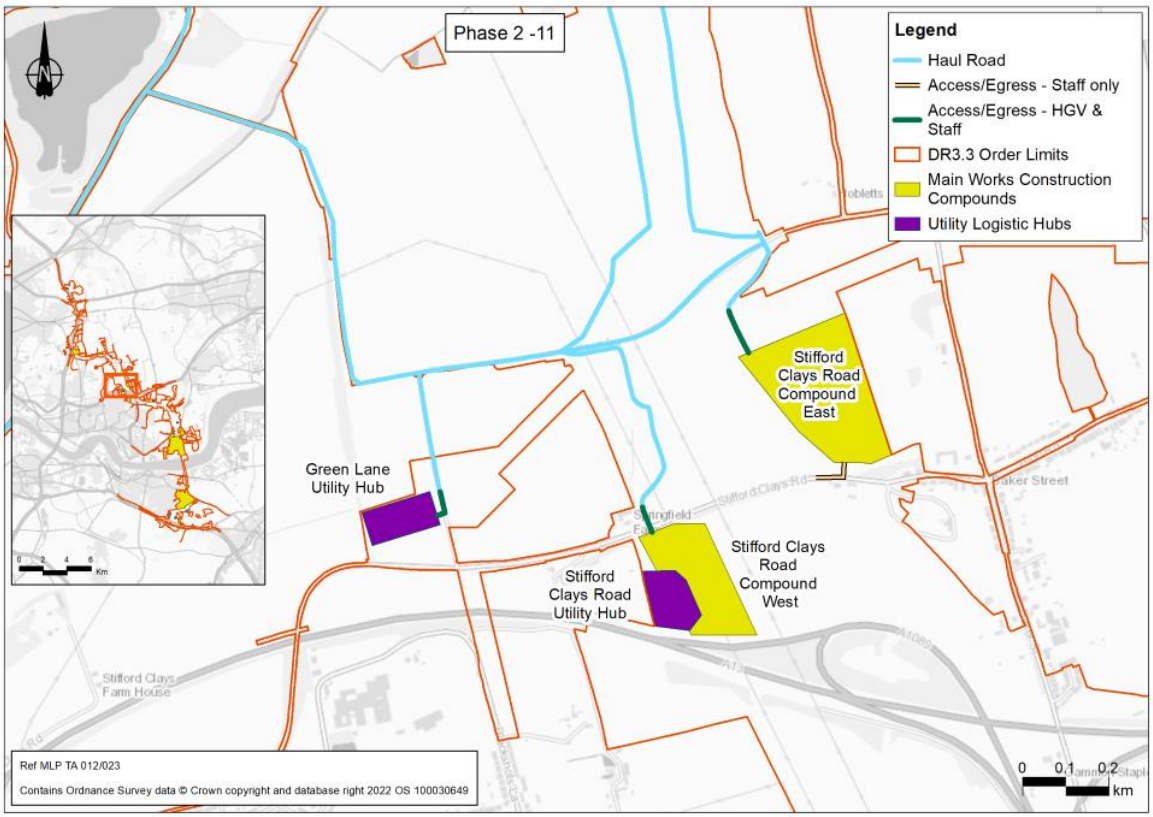
Stifford Clays Road Compound West, Stifford Clays Road Compound East, Green Lane Utility Hub and Stifford Clays Road Utility Hub

1.1.17 Access and egress arrangements for the Stifford Clays Road compound West and Stifford Clays Road compound East and Green Lane Utility Hub and Stifford Clays Road Utility Hub are shown in Plate 1.9.

1.1.18 In phase 1 access and egress for all vehicles would be via Stifford Clays Road. In phases 2-11, after the haul road between Green Lane and Stifford Lane would be available, all traffic would switch to the haul road. Staff would be allowed to use Stifford Clays Road to access Stifford Clays Road compound West and Stifford Clays Road compound East for the entire construction programme.

Plate 1.9 Stifford Clays Road Compound West, Stifford Clays Road Compound East, Green Lane Utility Hub and Stifford Clays Road Utility Hub access and egress arrangements

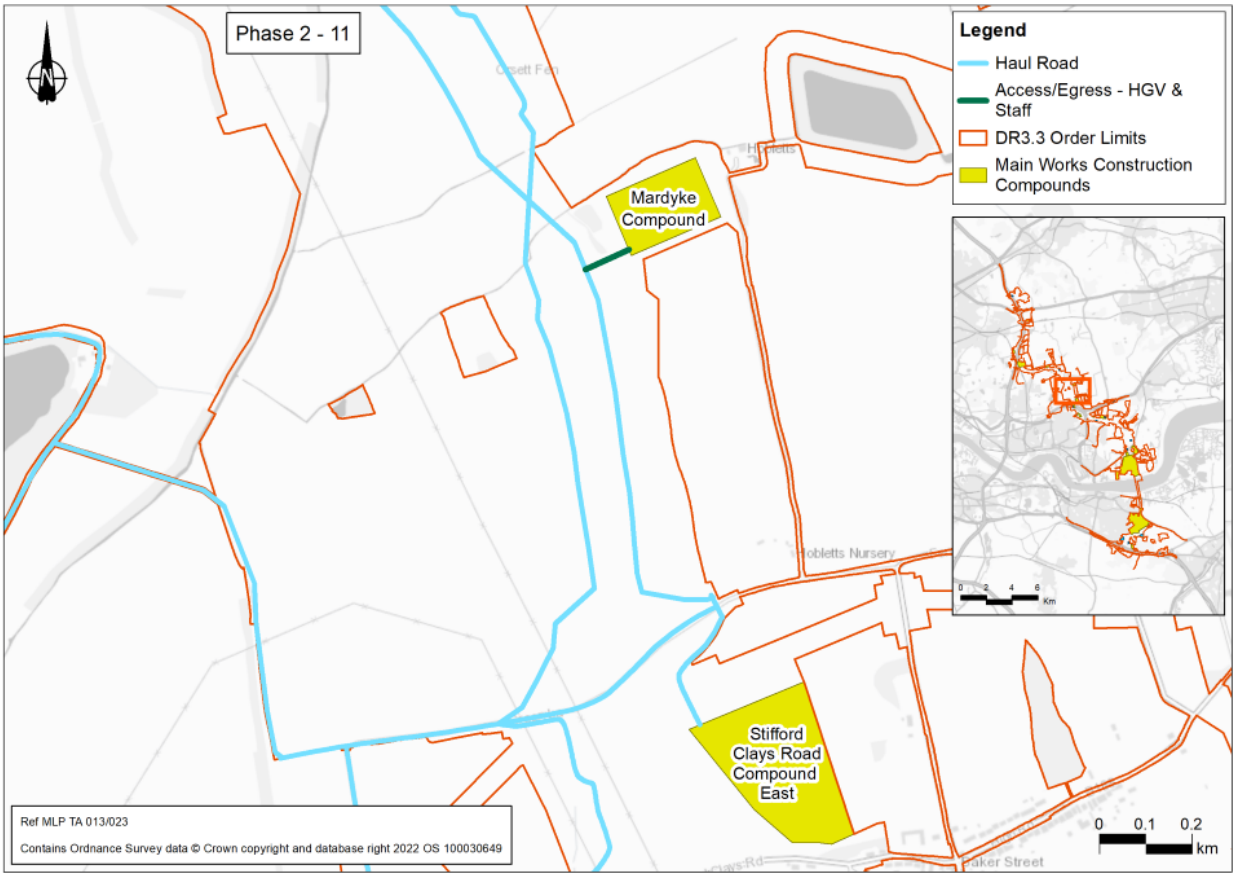




Mardyke Compound

1.1.19 Access and egress arrangements for the Mardyke Compound are shown in Plate 1.10. The Mardyke Compound would not be in use until phase 2, and so access would not be required in phase 1. In phases 2-11, the haul road connecting the Stifford Clays Road Compound East and the M25 would be available, and all vehicles would use the haul road to access and egress the Mardyke Compound.

Plate 1.10 Mardyke Compound access and egress arrangements

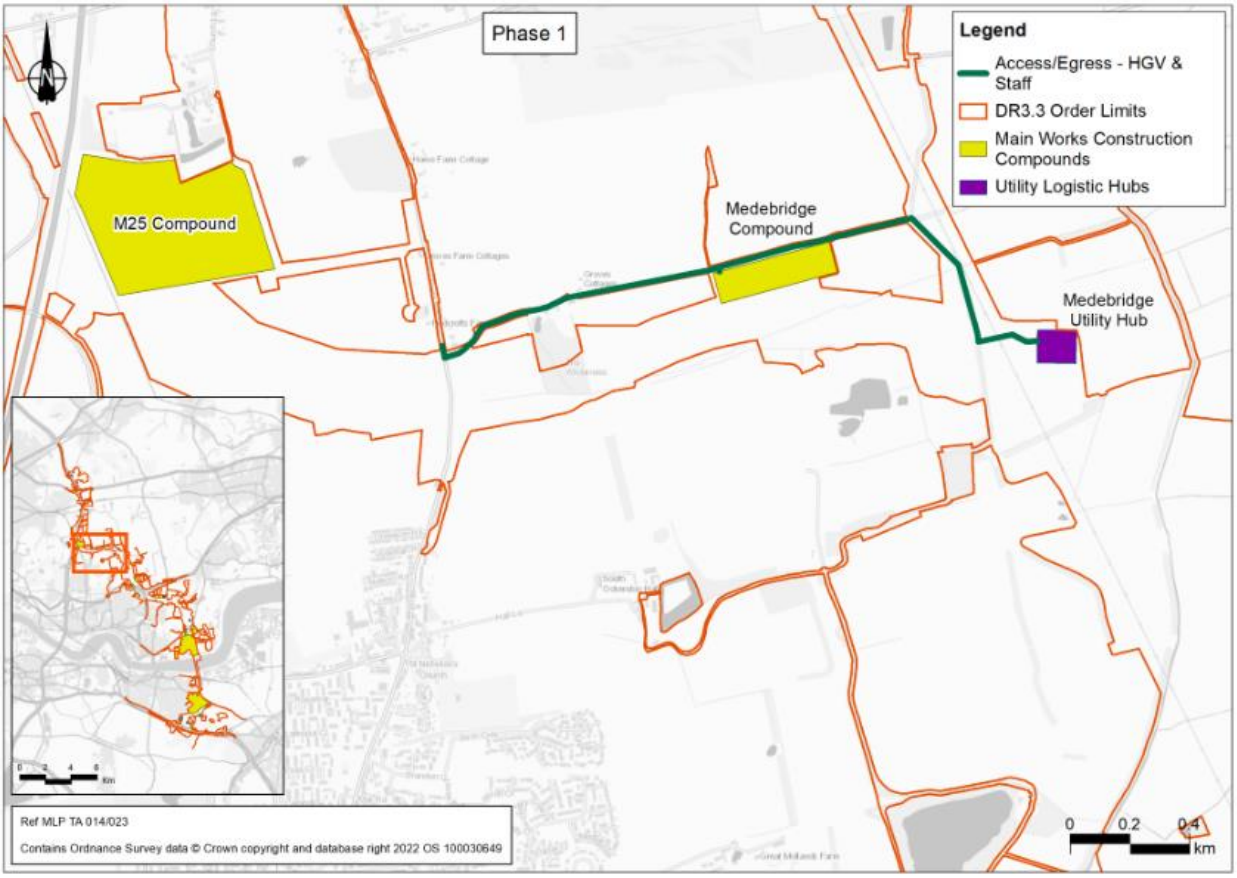


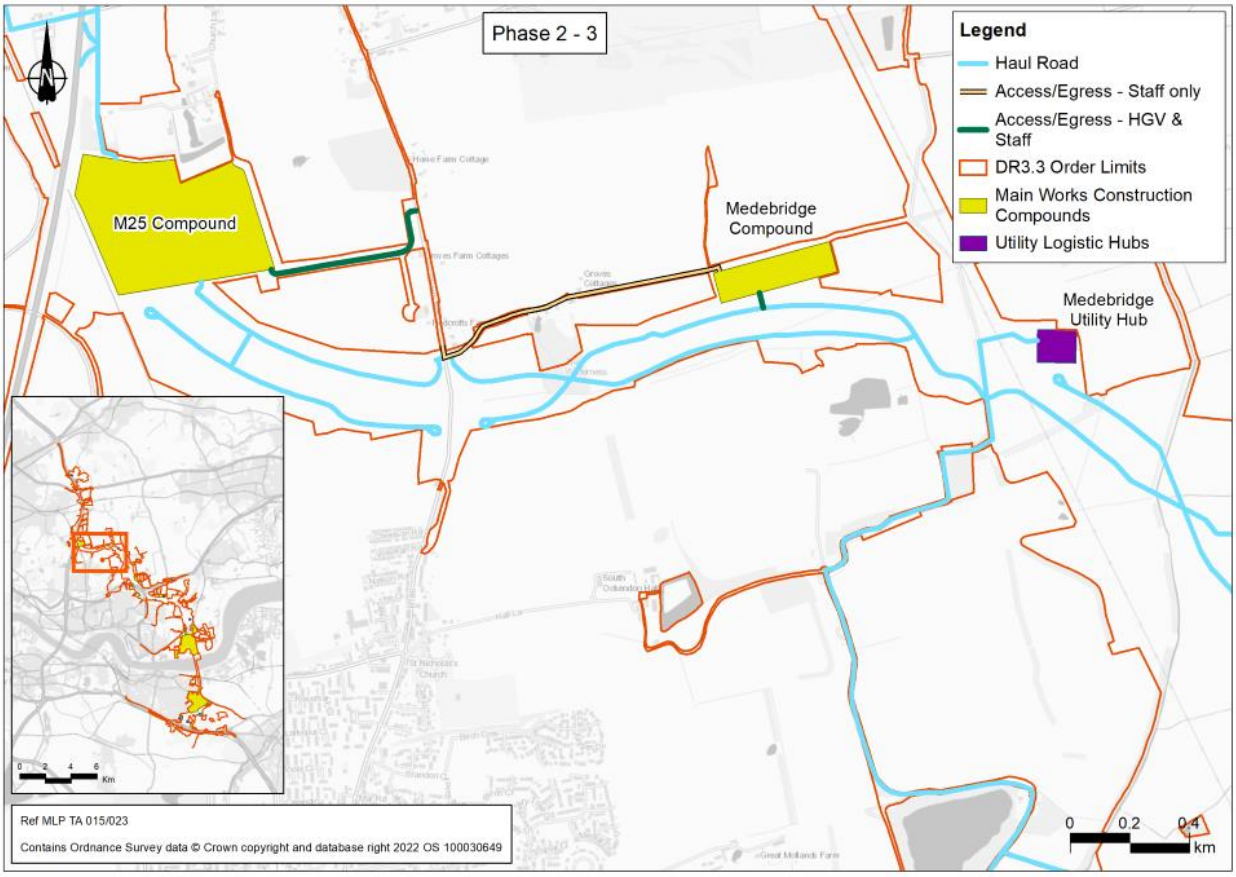
Medebridge Compound, Medebridge Utility Hub and M25 Compound

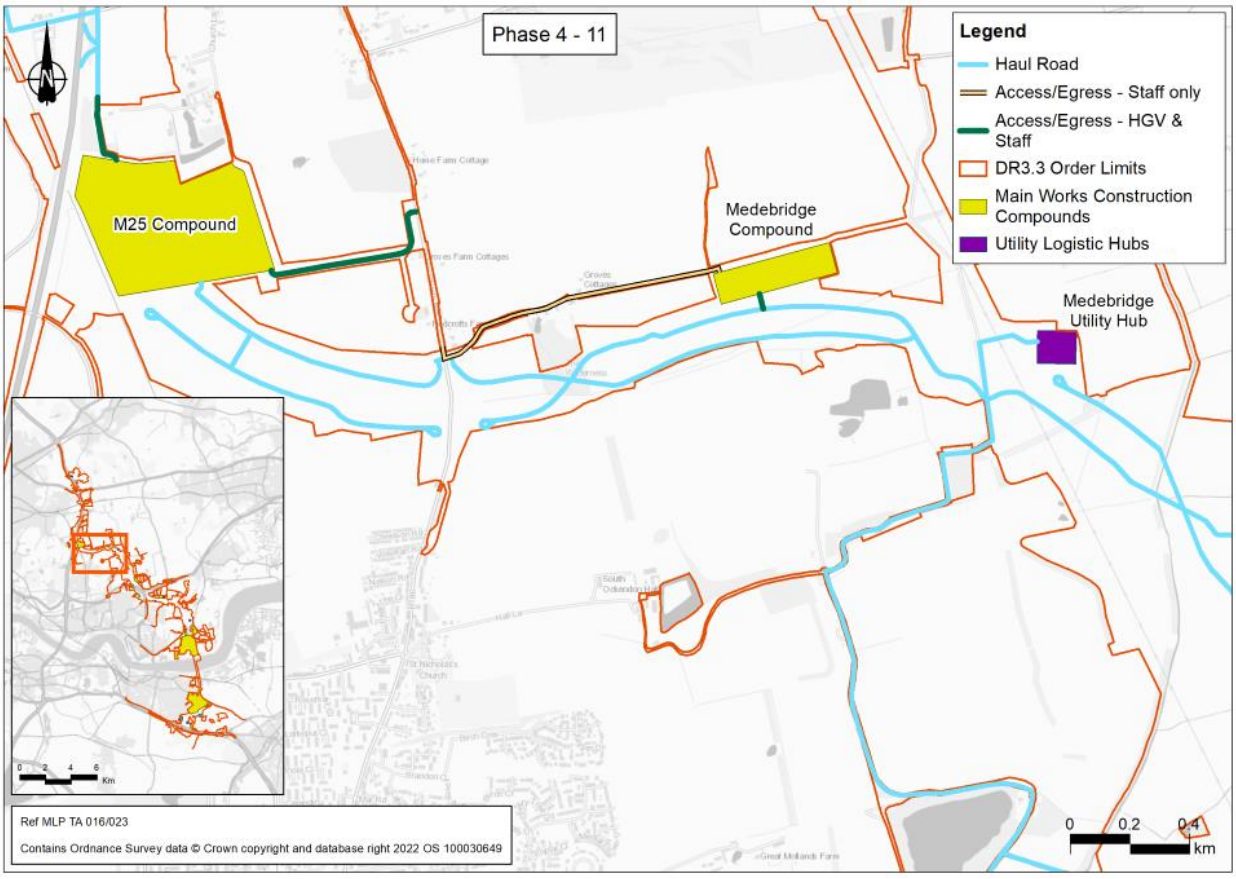
1.1.20 Access and egress arrangements for the Medebridge Compound, Medebridge Utility Hub and M25 Compound are shown in Plate 1.11.

1.1.21 In phase 1 access and egress for Medebridge Compound and Medebridge Utility Hub, and M25 Compound would be via the B186 for all vehicles. In Phases 2 to 4, the haul road between Stifford Clays Road Compound East and the M25 would be available for use for HGVs. In phase 5 new slip roads on the M25 southbound and M25 northbound would open. Staff would have a choice as to whether to continue to use the B186 or to use the slip roads to access the M25. Supplier and Earthworks vehicles would use the new slip roads for access to both Medebridge Compound and M25 Compound.

Plate 1.11 Medebridge Compound, Medebridge Utility Hub and M25 Compound access and egress arrangements





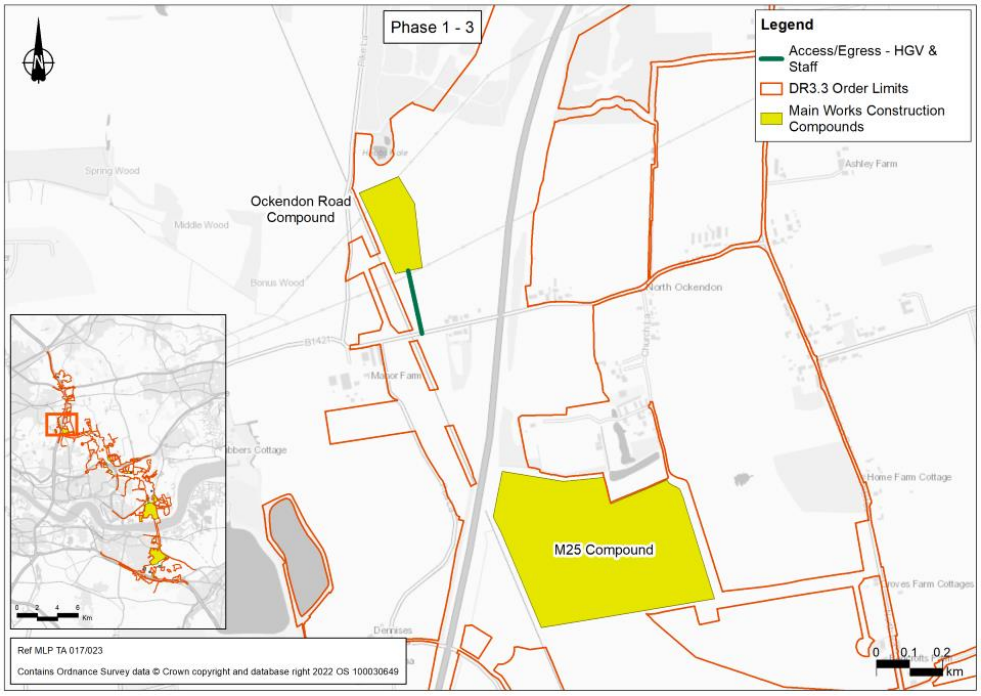


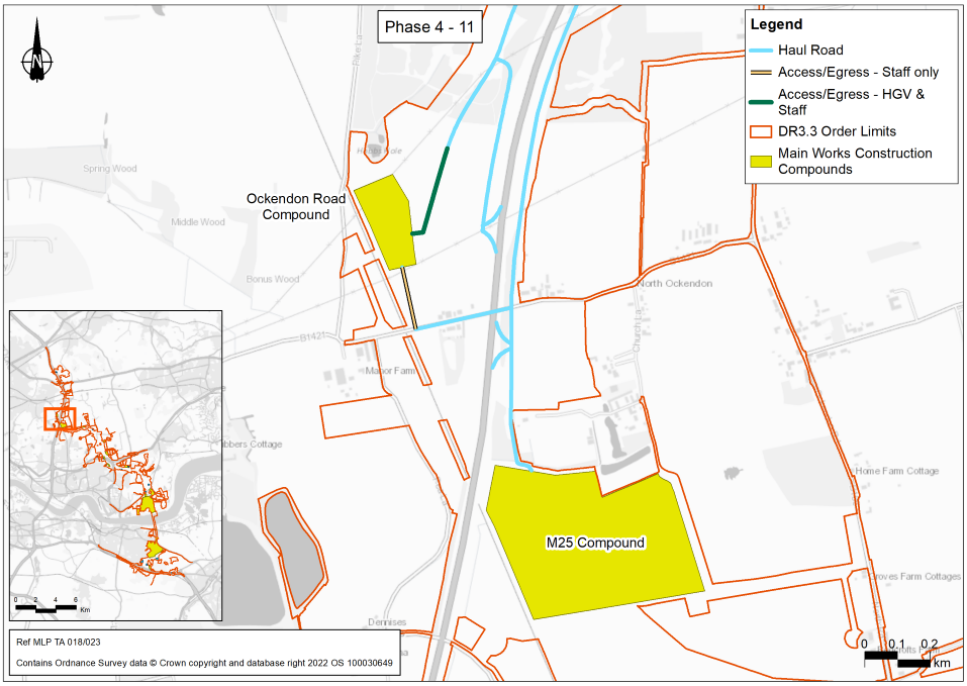
Ockenden Road Compound

1.1.22 Access and egress arrangements for Ockenden Road Compound are shown in Plate 1.12.

1.1.23 In phases 1-3 access and egress to compound Ockenden Road Compound for all vehicles would be via Ockendon Road. Once the new slip roads on the M25 northbound have opened in phase 4, supplier HGVs would have to use the new slip roads. Staff would have the choice of whether to use the slip roads or continue to access via Ockendon Road, whilst earthworks HGVs could continue to use Ockenden Road to access the haul road.

Plate 1.12 Ockenden Road compound Access and Egress Arrangements



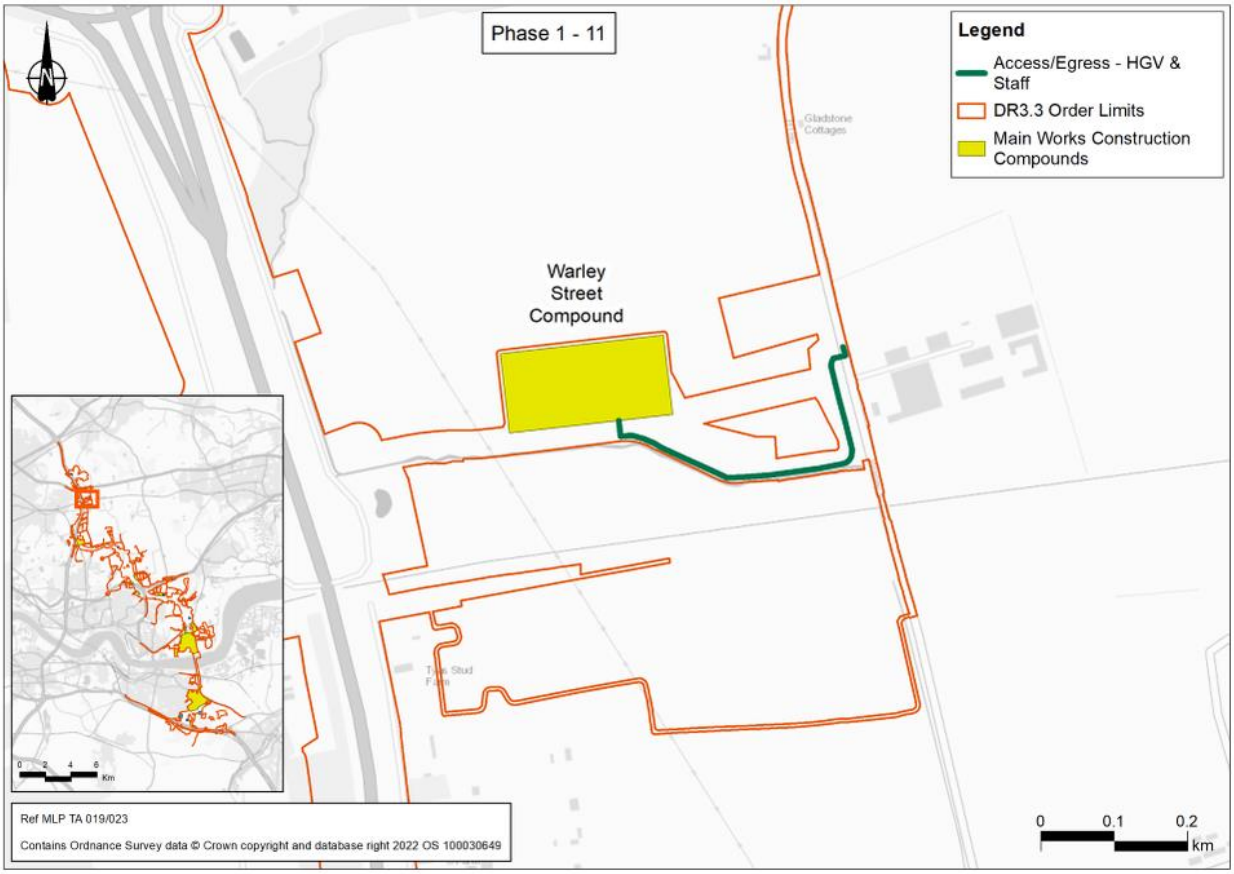


Warley Street Compound and Warley Street Utility Hub

1.1.24 Access and egress arrangements for the Warley Street Compound and Warley Street Utility Hub are shown in Plate 1.13.

1.1.25 Access and egress for Warley Street Compound and Warley Street Utility Hub would be via the B186 throughout the construction programme.

Plate 1.13 Warley Street Compound and Warley Street Utility Hub Access and Egress Arrangements

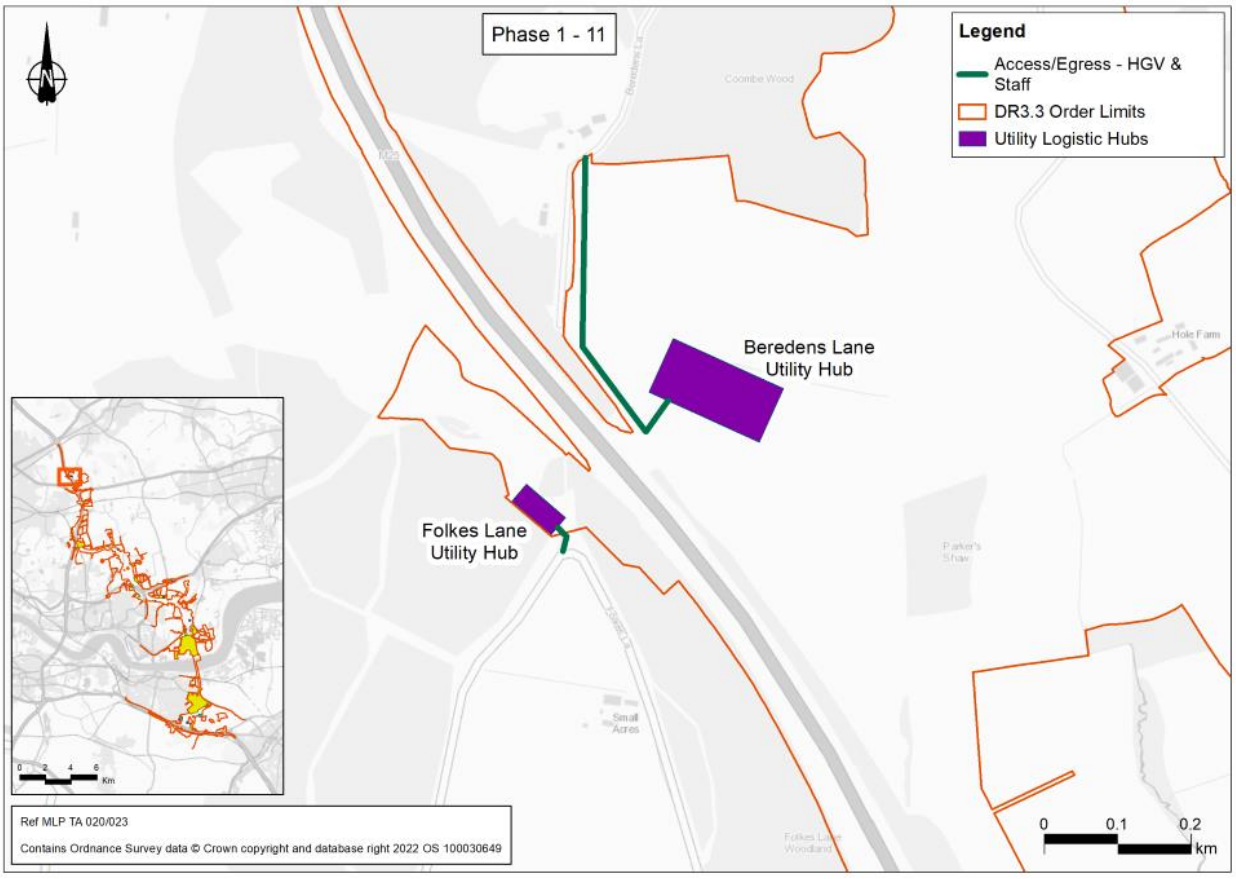


Beredens Lane Utility Hub and Folkes Lane Utility Hub

1.1.26 Access and egress arrangements for the Beredens Lane Utility Hub and Folkes Lane Utility Hub are shown in Plate 1.14.

1.1.27 Access and egress to the Beredens Lane Utility Hub would be via Beredens Lane throughout the construction programme. Access and egress to Folkes Lane Utility Hub would be via Folkes Lane throughout the construction programme.

Plate 1.14 Beredens Lane Utility Hub and Folkes Lane Utility Hub Access and Egress Arrangements

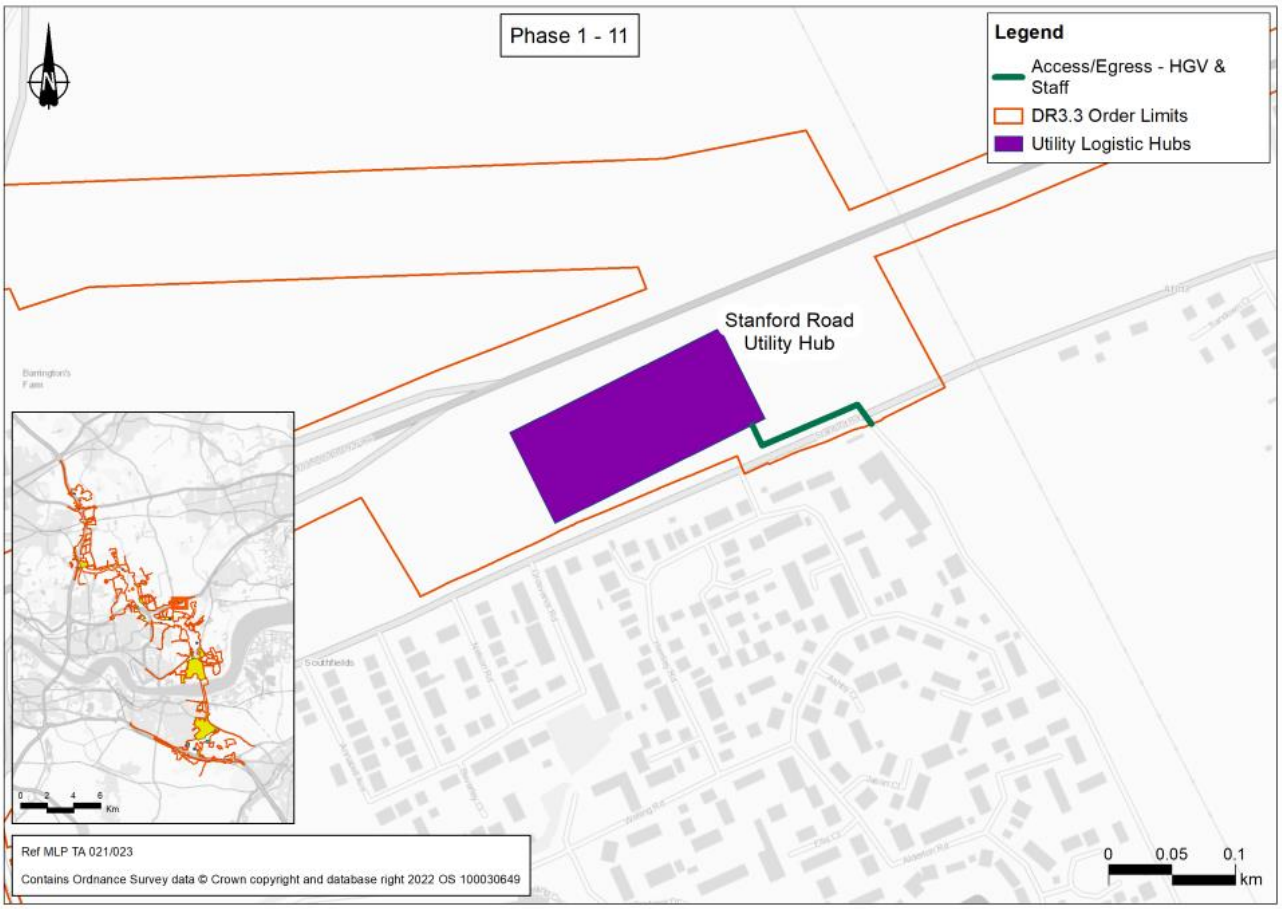


Stanford Road Utility Hub

1.1.28 Access and egress arrangements for the Stanford Road Utility Hub are shown in Plate 1.15.

1.1.29 Access and egress for the Stanford Road Utility Hub would be via the A1013 throughout the construction programme.

Plate 1.15 Stanford Road Utility Hub Access and Egress Arrangements

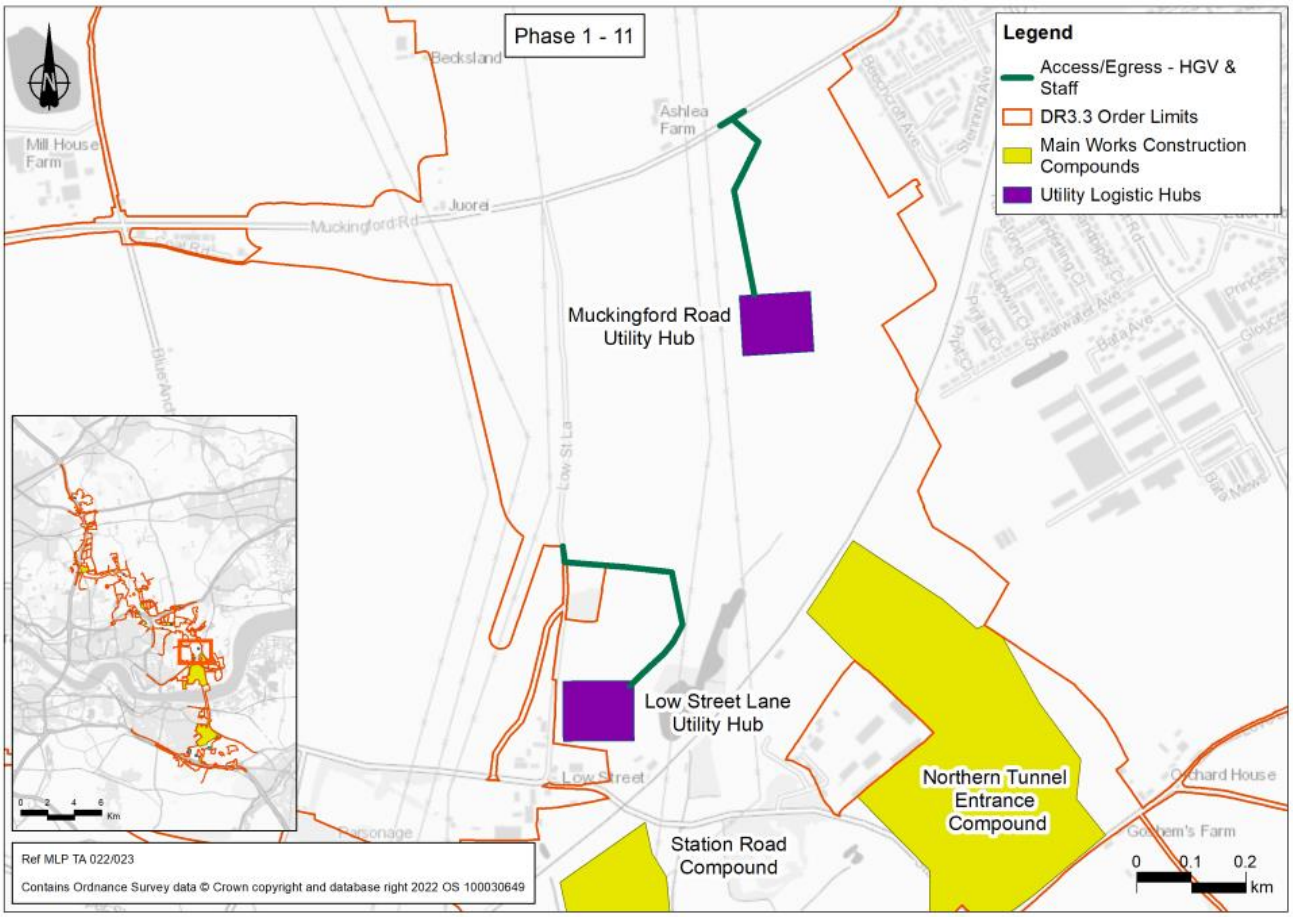


Muckingford Road Utility Hub and Low Street Lane Utility Hub

1.1.30 Access and egress arrangements for the Muckingford Road Utility Hub and Low Street Lane Utility Hub are shown in Plate 1.16.

1.1.31 Access and egress for Muckingford Road Utility Hub would be via Muckingford Road throughout the construction programme and access and egress for the Low Street Lane Utility Hub would be via Street Lane throughout the construction programme.

Plate 1.16 Muckingford Road Utility Hub and Low Street Lane Utility Hub Access and Egress Arrangements

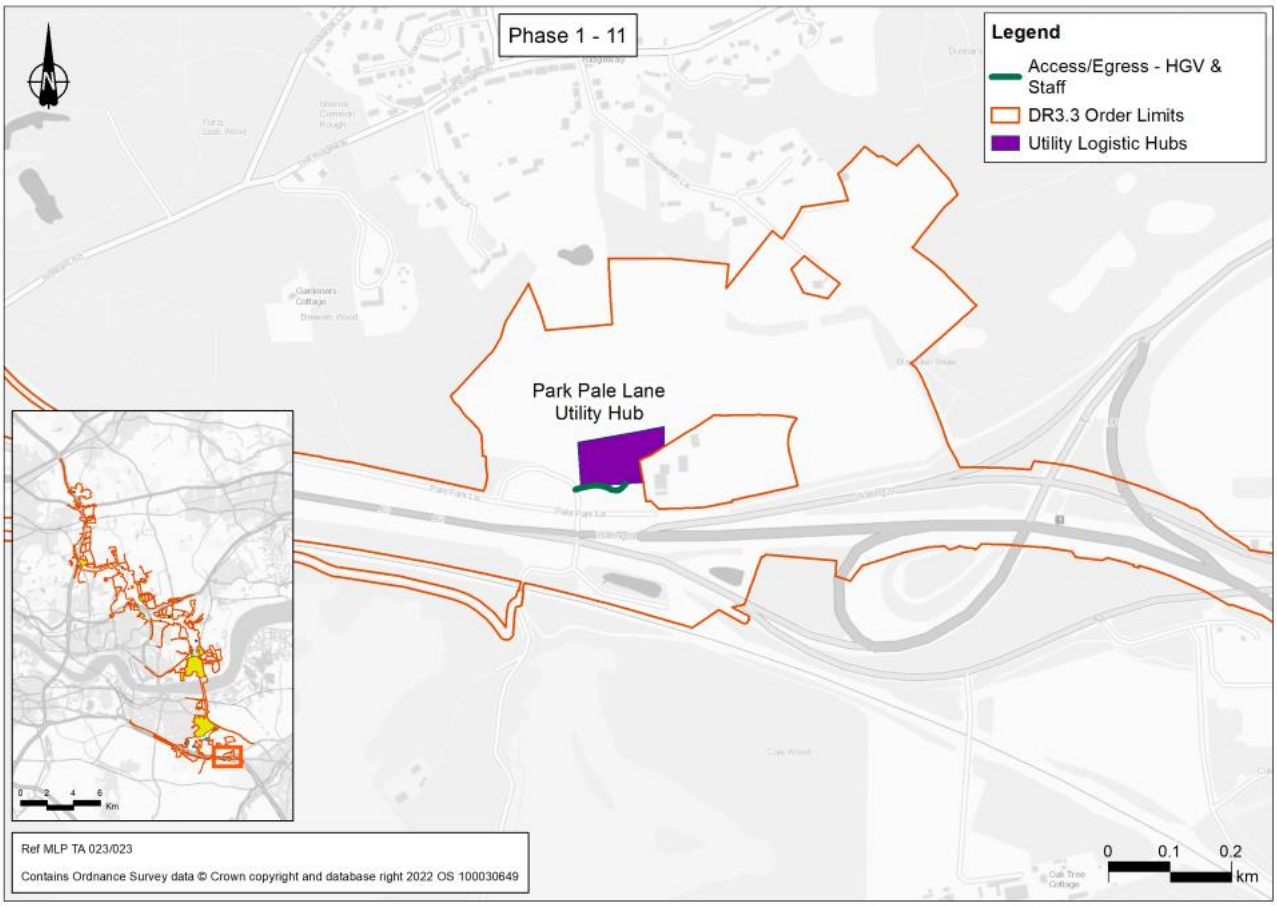


Park Pale Lane Utility Hub

1.1.32 Access and egress arrangements for the Park Pale Lane Utility Hub are shown in Plate 1.17.

1.1.33 Access and egress for the Park Pale Lane Utility Hub would be via Park Pale throughout the construction programme.

Plate 1.17 Park Pale Lane Utility Hub Access and Egress Arrangements



1.2 Traffic Management Measures

1.2.1 This section provides a description of each of the individual traffic management measures associated with the construction of the Project. For ease of reference, each element of Traffic Management has been allocated a unique identifying code (RTM01, RTM02 etc, where RNTM codes are Roads North Traffic Measures, RSTM codes are Roads South Traffic Measures and TUTM codes are (near) Tunnel Traffic Measures).

1.2.2 The following sections describe the different traffic management measures associated with the utility works and main construction works for the Project that are included in the traffic model. The figures are schematic in nature and show the general principle of the proposed traffic management. The locations shown are not precise.

Thurrock

A13 EB – Narrow Lane (RNTM24a)

1.2.3 This traffic management measure is required to carry out nearby construction works. The traffic management would involve introducing narrow lanes and a 60mph maximum speed limit on the eastbound carriageway. The location of the traffic management measure is shown in Table 1.1.

1.2.4 The table also shows the schedule for this traffic management measure. In reality the measure would be in place between April 2029 and June 2029, a total of three months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between April 2029 and July 2029, a total of four months.

Table 1.1 RNTM24a – A13EB Narrow Lanes

Traffic measure:	A13EB (ID: RNTM24a)
Location:	Orsett, Thurrock (N: 51.504143 E: 0.370146)
Type:	Narrow lanes, 60mph
Description:	Carry out nearby works

	2025											
	P1								P2			
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2026											
	P2		P3			P4					P5	
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2027											
	P5			P6					P7			
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2028											
	P7			P8								P9
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2029											
	P9			P10				P11				
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2030											
	P11											
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

A13WB – Narrow Lane (RNTM24b)

1.2.5 This traffic management measure would be required to carry out nearby construction works. The traffic management would involve introducing narrow lanes and a 60mph maximum speed limit on the westbound carriageway. The location of the traffic management measure is shown in Table 1.2. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between December 2028 and February 2029, a total of three months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between December 2028 and March 2029, a total of four months.

Table 1.2 RNTM24b – A13WB Narrow Lane

Traffic measure:	A13WB (ID: RNTM24b)
Location:	Orsett, Thurrock (N: 51.503907 E: 0.369804)
Type:	Narrow lanes, 60mph
Description:	Carry out nearby works

	2025											
	P1								P2			
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2026											
			P3			P4					P5	
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2027											
				P6					P7			
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2028											
				P8								P9
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2029											
				P10				P11				
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

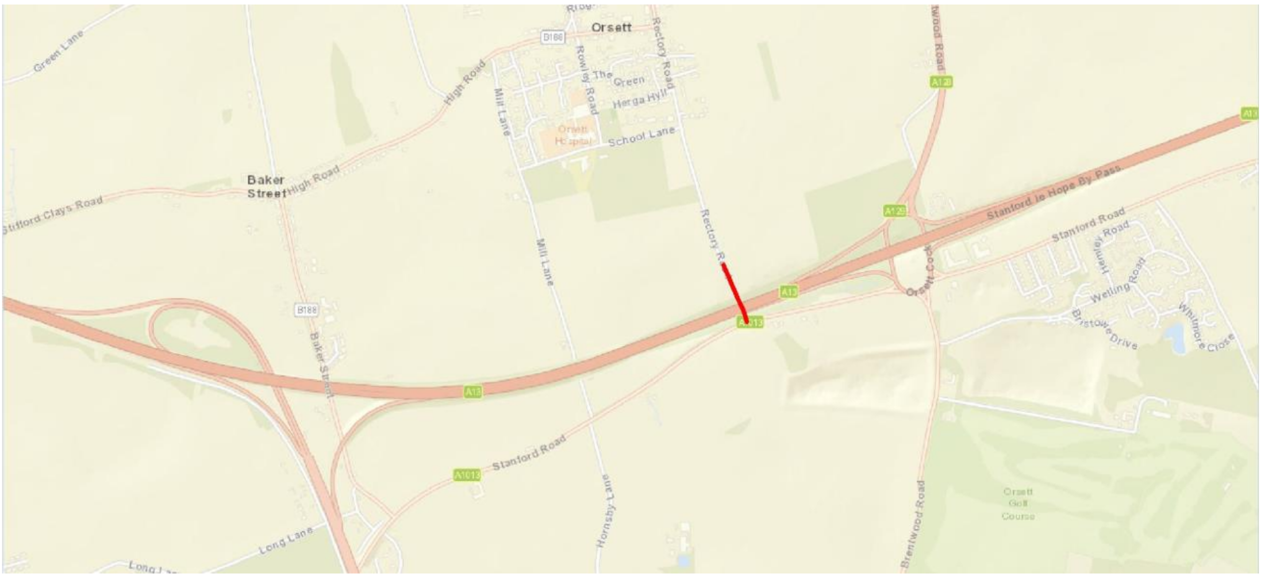
	2030											
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

Rectory Road – Closure (RNTM20)

1.2.6 This traffic management measure would be required to carry out nearby bridge works. The traffic management would involve closing the southern section of Rectory Road. The location of the traffic management measure is shown in Table 1.3. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2028 and March 2029, a total of seven months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between December 2028 and March 2029, a total of four months.

Table 1.3 RNTM20 – Rectory Road Closure

Traffic measure:	Rectory Rd (ID: RNTM20)
Location:	Orsett, Thurrock (N: 51.50563 E: 0.372849)
Type:	Closure
Description:	Bridge works



	2025											
	P1								P2			
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

	2026											
			P3			P4					P5	
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

	2027											
				P6					P7			
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

	2028											
				P8								P9
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

	2029											
				P10				P11				
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

	2030											
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

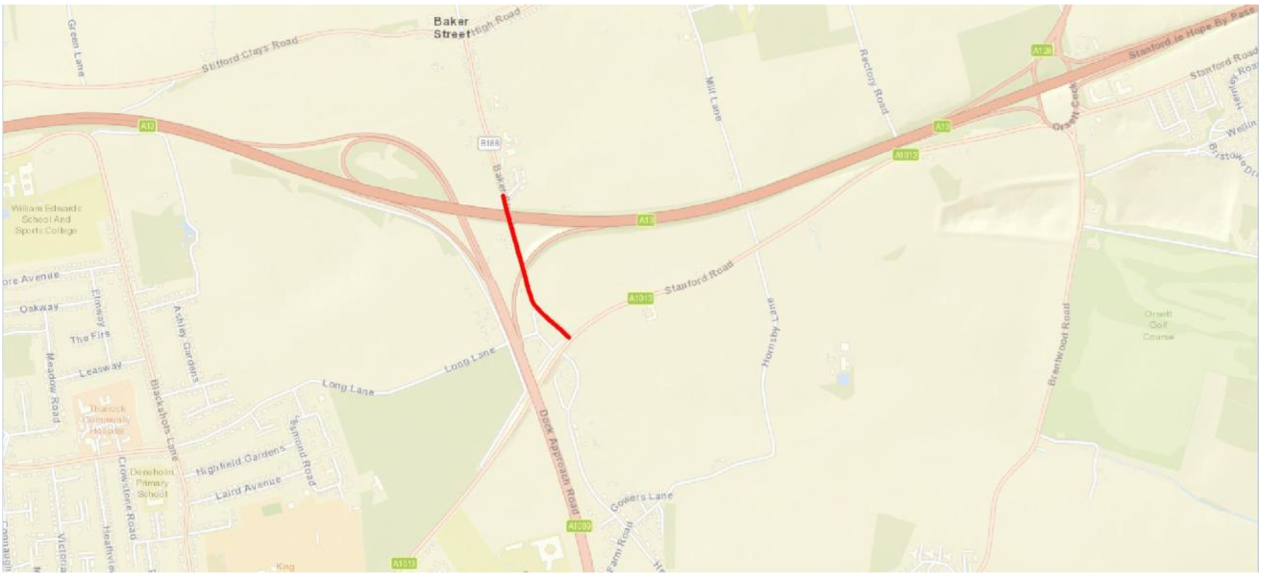
Colours in the schedule, which the tables above do not show: the Estimate row is shaded orange from September 2028 to March 2029, and the Modelled row is shaded green from December 2028 to March 2029. Phase P1 runs from January to August 2025, P2 from September 2025 to February 2026, P3 from March to May 2026, P4 from June to October 2026, P5 from November 2026 to March 2027, P6 from April to August 2027, P7 from September 2027 to March 2028, P8 from April to November 2028, P9 from December 2028 to March 2029, P10 from April to July 2029, and P11 from August 2029 to December 2030.

Baker Street – Closure (RNTM38)

1.2.7 This traffic management measure would be required to carry out nearby works. The traffic management would involve closing the southern section of Baker Street. The location of the traffic management measure is shown in Table 1.4. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between February 2026 and November 2026, a total of 10 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between March 2026 and October 2026, a total of 8 months.

Table 1.4 RNTM38 – Baker Street Closure

Traffic measure:	Baker Street (ID: RNTM38)
Location:	Orsett, Thurrock (N: 51.502018 E: 0.355424)
Type:	Closure
Description:	Carry out nearby works. Construction traffic can use during the closure



	2025												2026												2027												2028												2029												2030											
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	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
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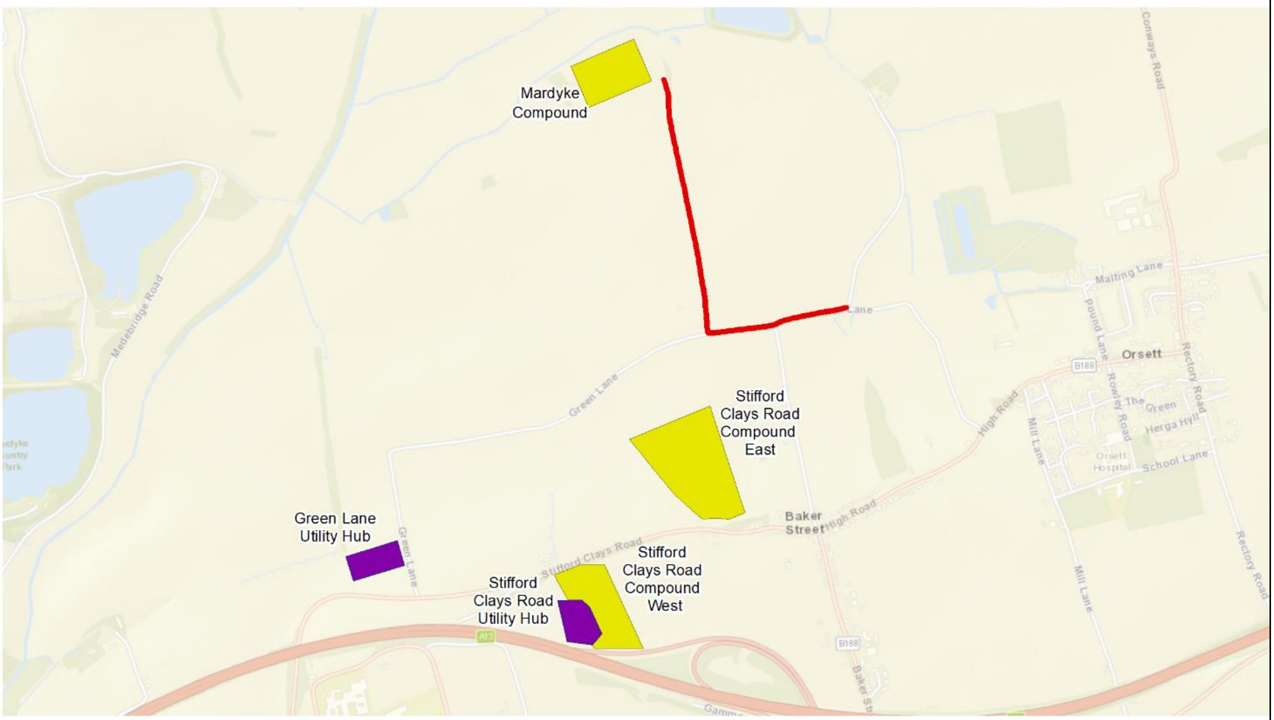
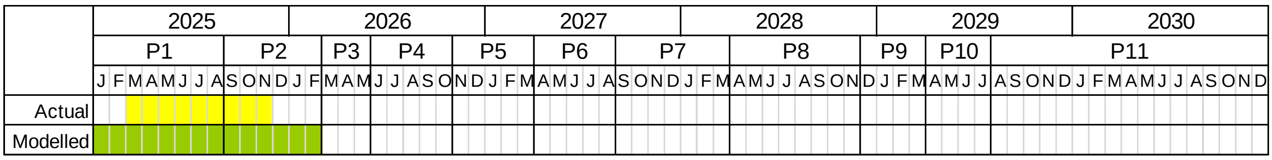
Fen Lane/Green Lane – Closure (RNTM52)

1.2.8 This traffic management measure would be required to carry out the installation of temporary connections to the Mardyke compound. The traffic management would involve closing parts of Fen Lane and Green Lane. The location of the traffic management measure is shown in Table 1.5. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between March 2025 and November 2025, a total of nine months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and February 2026, a total of 14 months. Within this period, the modelling assumed that Green Lane only would be closed in construction phase 1, and Fen Lane only would be closed in phase 2.

Table 1.5 RNTM52 – Fen Lane/Green Lane Closure

Traffic measure:	Fen Lane/Green Lane (ID: RNTM52)
Location:	Orsett, Thurrock (N: 51.517324 E: 0.347803)
Type:	Closure (in sections)
Description:	Installation of temporary connections to the Mardyke compound. Note, Green Lane closed in P1, Fen Lane in P2



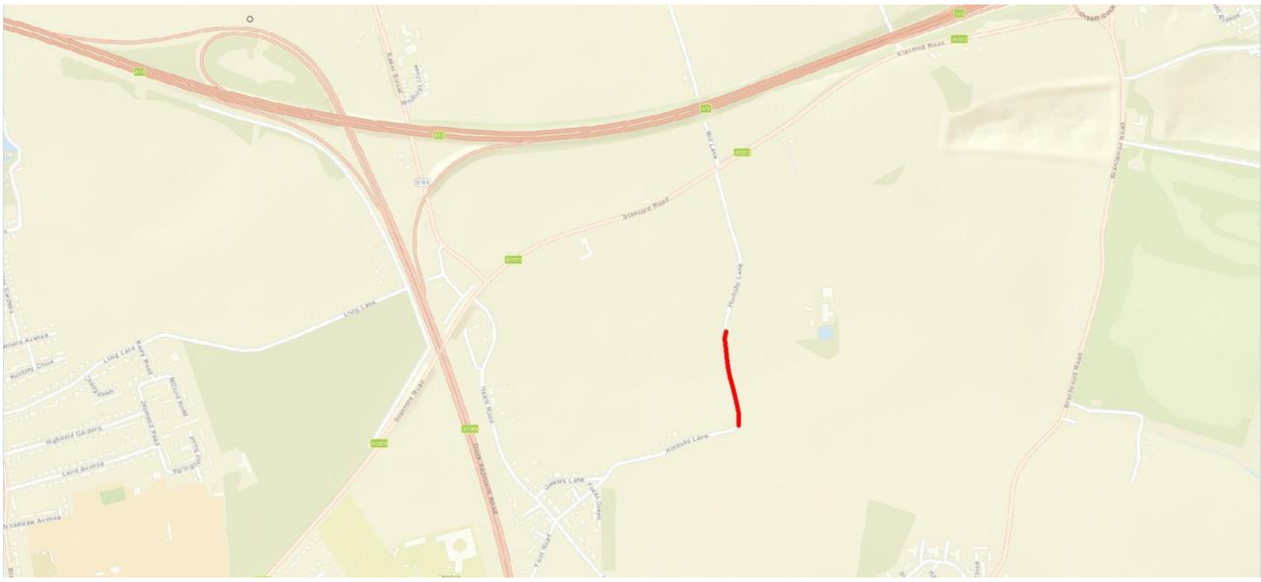


Hornsby Lane – Permanent Closure (RNTM27)

1.2.9 This traffic management measure would be required to accommodate the new alignment and to carry out modifications to local utility networks. The permanent closure would be of the southern end of the north to south running section of Hornsby Lane. The location of the closure is shown in Table 1.6. The closure would take effect from the start of the construction programme.

Table 1.6 RNTM27 – Hornsby Lane Permanent Closure

Traffic measure:	Hornsby Lane (ID: RNTM27)
Location:	Orsett, Thurrock (N: 51.496678 E: 0.36732)
Type:	Perm closure
Description:	Perm closure to new alignment & modifications to local utility networks



	2025											
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Modelled												

	2027											
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Modelled												

	2028											
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Estimate												
Modelled												

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	(P11)											
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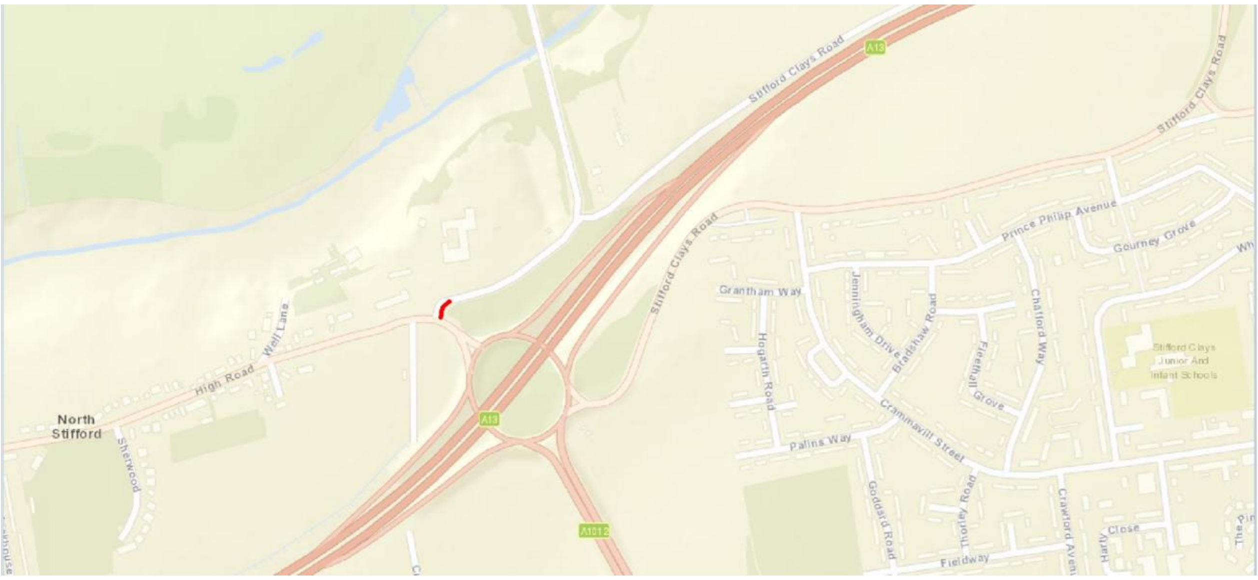
Estimate												
Modelled												

Medebridge Road – Lane Restriction (RNTM13)

1.2.10 This traffic management measure would be required to install traffic measures for construction vehicles. The traffic management would involve lane restrictions on Medebridge Road. The location of the traffic management measure is shown in Table 1.7. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between January 2025 and April 2025, a total of four months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and August 2025, a total of eight months.

Table 1.7 RNTM13 – Medebridge Road Lane Restriction

Traffic measure:	Medebridge Rd (ID: RNTM13)
Location:	Chafford and North Stifford, Stifford Clays, Thurrock (N: 51.499759 E: 0.3131)
Type:	Lane restrictions
Description:	Install traffic measures for construction vehicles



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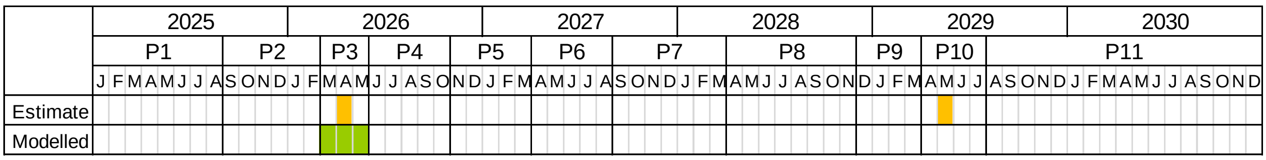
Orsett Cock Roundabout – Lane Restriction (RNTM15)

1.2.11 This traffic management measure would be required to carry out temporary modifications to local utility networks. The traffic management would involve lane restrictions at the Orsett Cock junction. The location of the traffic management measure is shown in Table 1.8. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place for one month in April 2026 and one month in May 2028, a total of two months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between March 2026 and May 2026, a total of three months. Under normal circumstances the short duration of the measure would mean that it would not be included in the traffic model but because this location would be sensitive to lane restrictions it has been included to understand the impacts.

Table 1.8 RNTM15 – Orsett Cock Roundabout Lane Restriction

Traffic measure:	Orsett Cock Rbt (ID: RNTM15)
Location:	Orsett, Thurrock (N: 51.506536 E: 0.37984)
Type:	Lane restrictions
Description:	Temporary modifications to local utility networks

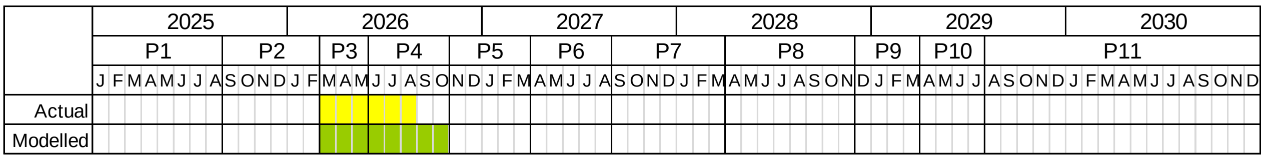


Muckingford Road – Contraflow (RNTM01)

1.2.12 This traffic management measure would be required to carry out nearby works and modifications to local utility networks. The traffic management would involve a contraflow system on Muckingford Road. The length of road affected is 2,000m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.9, and the locations where the contraflow is represented in the model in Phase 3 and Phase 4 is also shown. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between March 2026 and August 2025, a total of six months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between March 2026 and October 2026, a total of eight months.

Table 1.9 RNTM01 – Muckingford Road Contraflow (300m sections)

Traffic measure:	Muckingford Rd (ID: RNTM01)
Location:	East Tilbury, Thurrock (N: 51.48237 E: 0.39384301)
Type:	Contraflow (300m sections)
Description:	Carry out nearby works & modifications to local utility networks



A1013 – Contraflow (RNTM23)

1.2.13 This traffic management measure would be required to carry out nearby works and modifications to local utility networks. The traffic management would involve a contraflow system on the A1013. The length of road affected is 2,400m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.10, and the locations where the contraflow is represented in the model in Phase 4 and Phase 5 is also shown. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between July 2026 and February 2026, a total of eight months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between June 2026 and March 2027, a total of 10 months.

Table 1.10 RNTM23 – A1013 Contraflow

Traffic measure:	A1013 (ID: RNTM23)
Location:	Orsett, Thurrock (N: 51.502536 E: 0.368743)
Type:	Contraflow
Description:	Carry out nearby works & modifications to local utility networks

<table>
<tr><td rowspan="3"></td><td colspan="12">2025</td><td colspan="12">2026</td><td colspan="12">2027</td><td colspan="12">2028</td><td colspan="12">2029</td><td colspan="12">2030</td></tr>
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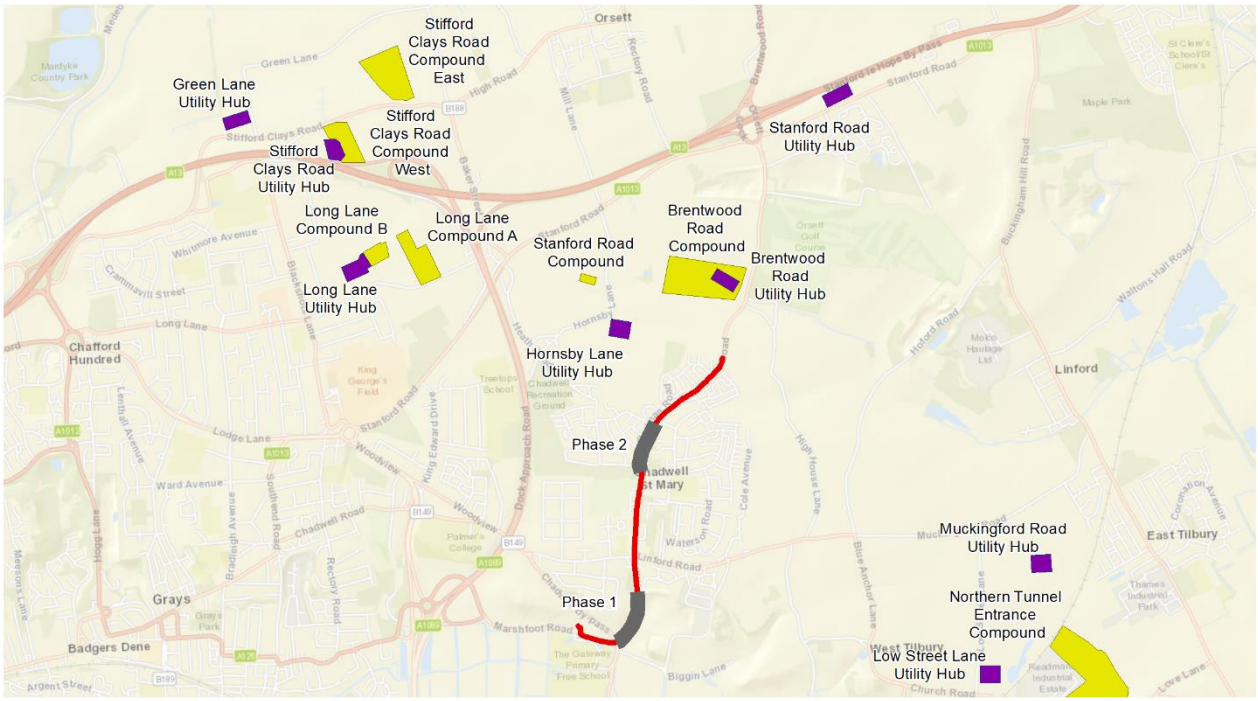
<tr><td>Actual</td><td colspan="72"></td></tr>
<tr><td>Modelled</td><td colspan="72"></td></tr>
</table>

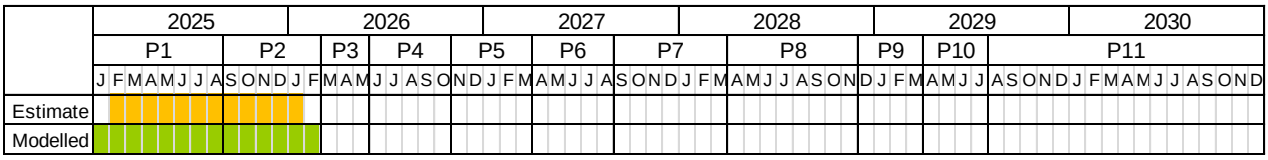
Marshfoot Road/Chadwell Hill/Brentwood Road – Contraflow (RNTM05)

1.2.14 This traffic management measure would be required to carry out the installation of new electricity network for the Brentwood Road, Stanford Road, Long Lane (A&B), Stifford Clays Road (West and East) and the Mardyke compounds. The traffic management would involve a contraflow system on Marshfoot Road, Chadwell Hill and Brentwood Road. The length of road affected would be 2,300m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.11, and the locations where the contraflow is represented in the model in Phase 1 and Phase 2 is also shown. The table also shows the schedule for this traffic management measure. The measure is 12 months in duration and is planned to occur at the start of the construction programme. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and February 2026, a total of 13 months.

Table 1.11 RNTM05 – Marshfoot Road/Chadwell Hill/Brentwood Road Contraflow

Traffic measure:	Marshfoot Rd/Chadwell Hill/Brentwood Rd (ID: RNTM05)
Location:	Chadwell St Mary / Tilbury St. Chads, Thurrock (N: 51.487902 E: 0.370048)
Type:	Contraflow (300m sections)
Description:	Installation of new electricity network for the Brentwood Road, Stanford Road, Long Lane (A&B), Stifford Clays Road (West and East) and Mardyke compounds



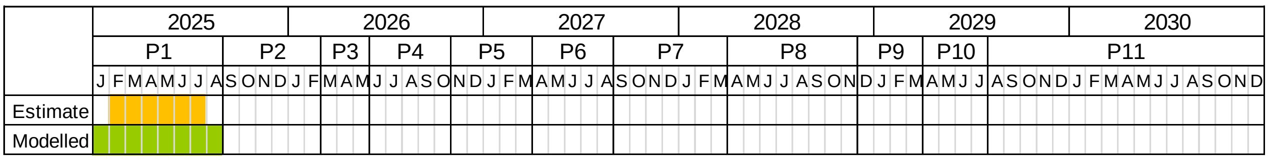


Brentwood Road – Contraflow (RNTM12)

1.2.15 This traffic management measure would be required to carry out modifications to local utility networks and installation of temporary compound connections. The traffic management would involve a contraflow system on Brentwood Road. The length of road affected is 700m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.12, and the location where the contraflow is represented in the model in Phase 1 is also shown. The table also shows the schedule for this traffic management measure. The measure is six months in duration and is planned to occur at the start of the construction programme. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and August 2025, a total of eight months.

Table 1.12 RNTM12 – Brentwood Road Contraflow

Traffic measure:	Brentwood Rd (ID: RNTM12)
Location:	Chadwell St Mary, Orsett, Thurrock (N: 51.502079 E: 0.381802)
Type:	Contraflow (300m sections)
Description:	Modifications to local utility networks & installation of temporary compound connections



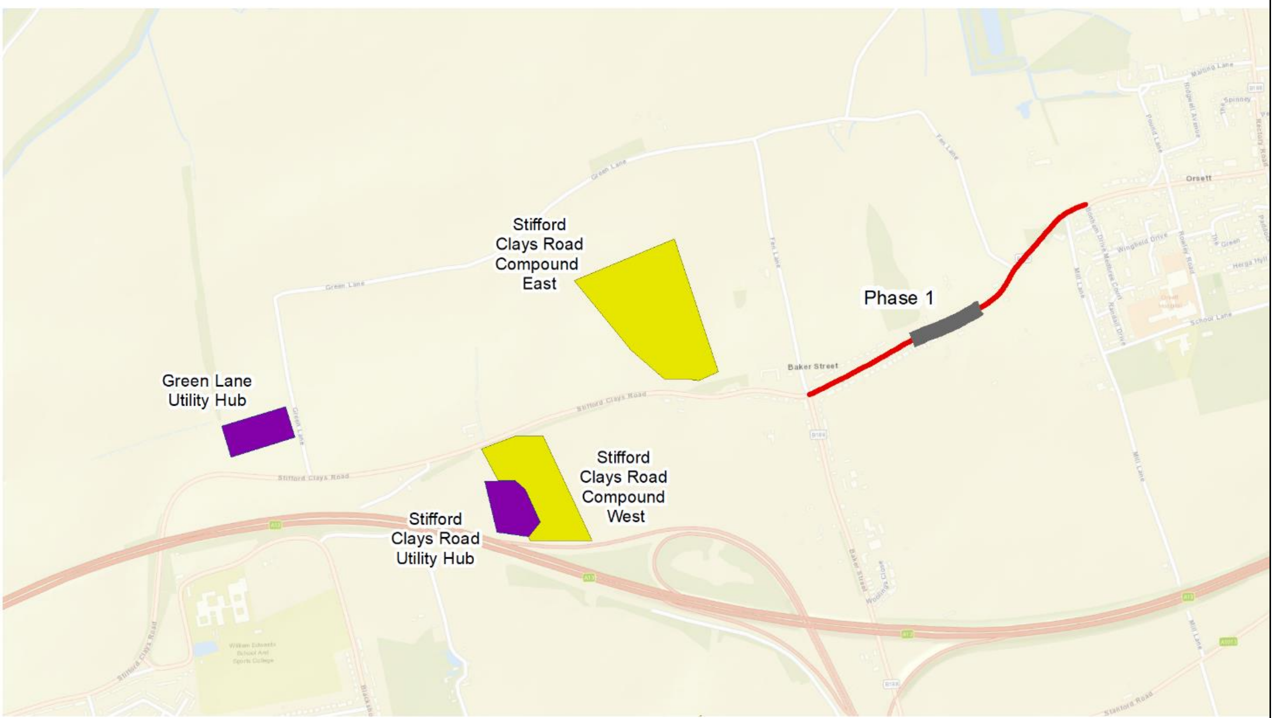
High Road – Contraflow (RNTM41)

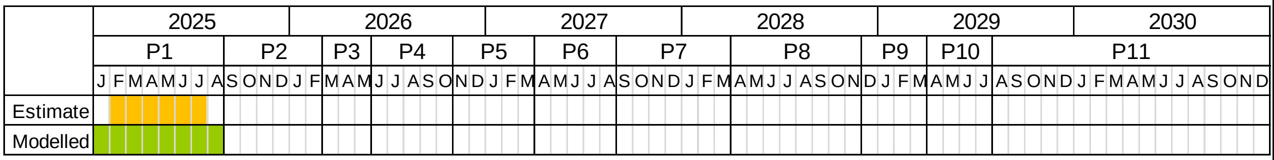
1.2.16 This traffic management measure would be required to carry out modifications to local utility networks and installation of temporary connections to the Stifford Clays Road East and West compounds. The traffic management would involve a contraflow system on High Road. The length of road affected is 857m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.13, and the location where the contraflow is represented in the model in Phase 1 is also shown.

1.2.17 The table also shows the schedule for this traffic management measure. The measure is 6 months in duration and is planned to occur at the start of the construction programme. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and August 2025, a total of eight months.

Table 1.13 RNTM41 – High Road Contraflow

Traffic measure:	High Road (ID: RNTM41)
Location:	Orsett, Thurrock (N: 51.5095 E: 0.358679)
Type:	Contraflow (300m sections)
Description:	Modifications to local utility networks & installation of temporary connections to the Stifford Clays Road (East and West) compounds



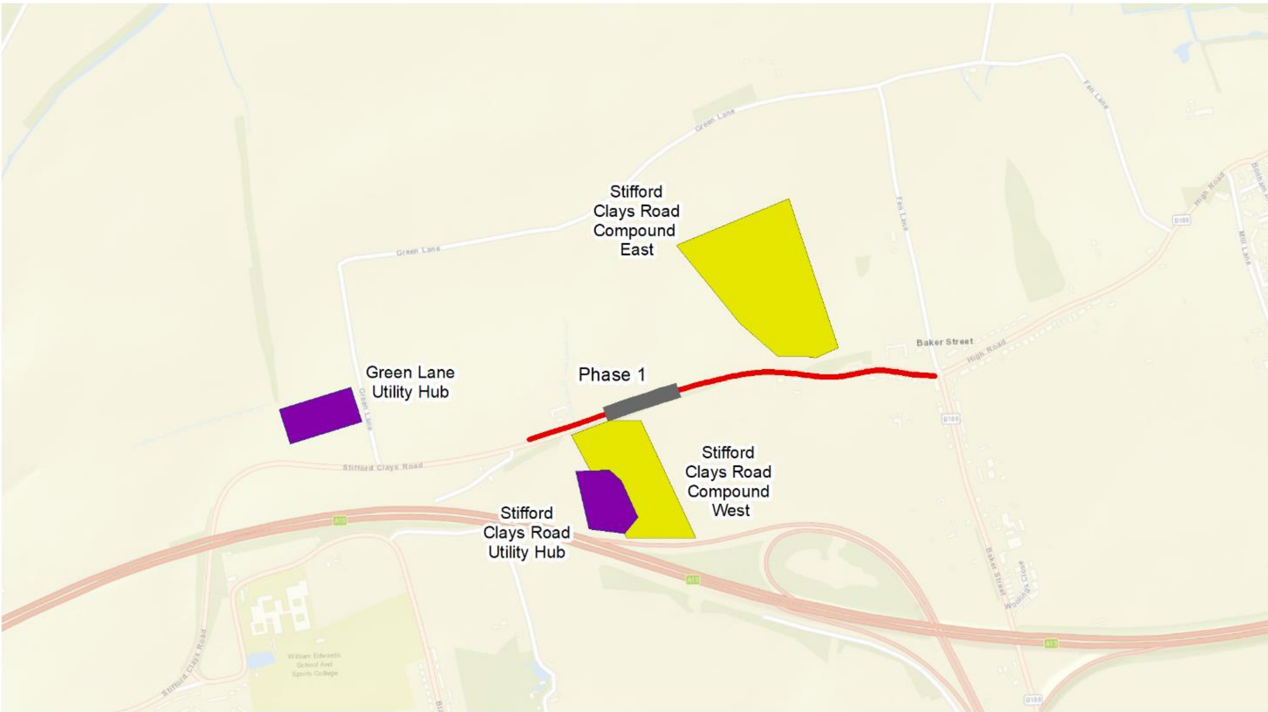


Stifford Clays Road – Contraflow (RNTM43)

1.2.18 This traffic management measure would be required to carry out modifications to local utility networks and installation of temporary connections to the Stifford Clays Road (East and West) compounds. The traffic management would involve a contraflow system on Stifford Clays Road. The length of road affected would be 1,000m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.14, and the location where the contraflow is represented in the model in Phase is also shown. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between January 2025 and April 2025, a total of four months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and August 2025, a total of eight months.

Table 1.14 RNTM43 – Stifford Clays Road Contraflow

Traffic measure:	Stifford Clays Rd (ID: RNTM43)
Location:	Orsett, Thurrock (N: 51.507894 E: 0.345813)
Type:	Contraflow (300m sections)
Description:	Modifications to local utility networks & installation of temporary connections to the Stifford Clays Road (East and West) compounds



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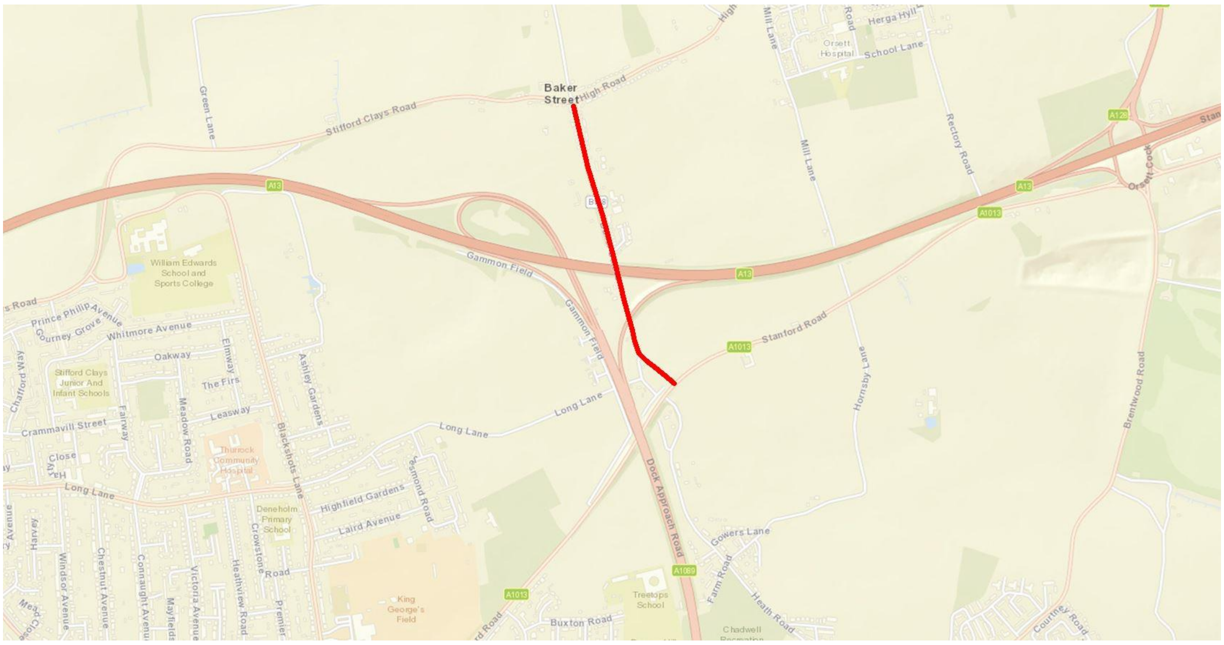
Baker Street – Contraflow (RNTM80)

1.2.19 This traffic management measure would be required to carry out modifications to local utility networks. The traffic management would involve a contraflow system on Baker Street. The length of road affected would be approximately 350m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.15, and the locations where the contraflow is represented in the model in Phase 1 and Phase 2 is also shown.

1.2.20 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place for two months between January 2025 and February 2025 and five months between July 2025 and November 2025, a total of seven months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and August 2025, a total of eight months. While the measure would be in place for half of Phase 2 it has not been included in the traffic model as it would be an intermittent traffic measure for road crossings opposed to one that is in place for the whole 3-month period.

Table 1.15 RNTM80 – Baker Street Contraflow

Traffic measure:	Baker Street (ID: RNTM80)
Location:	Orsett, Thurrock (N: 51.500643 E: 0.356135)
Type:	Contraflow (300m sections)
Description:	Modifications to local utility networks



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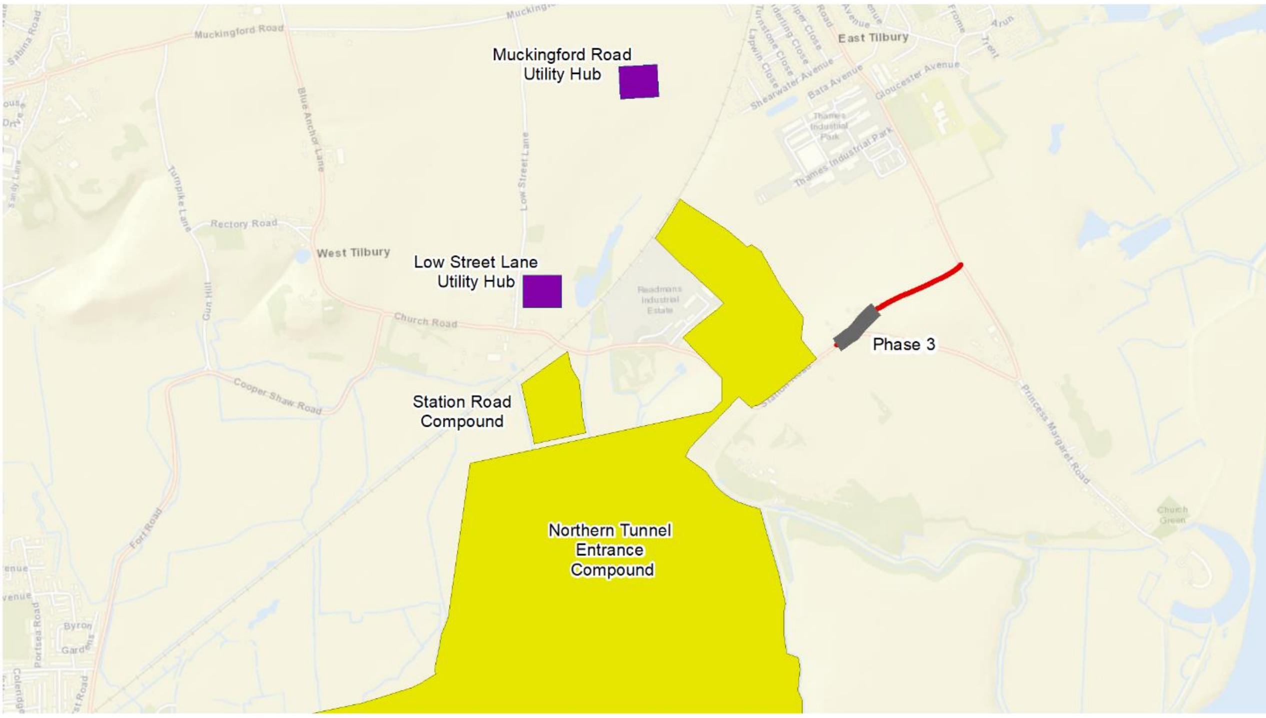
Love Lane/ Princess Margaret Road/ Station Road – Contraflow (TUTM11)

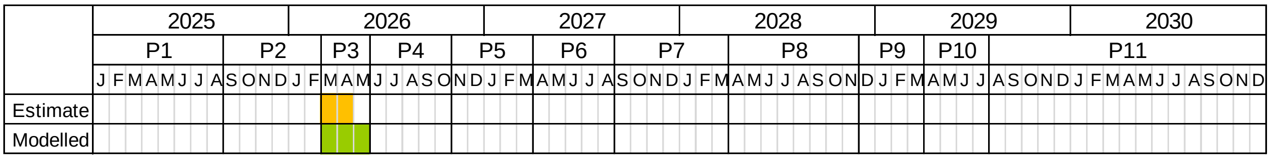
1.2.21 This traffic management measure would be required to carry out the installation of temporary connections to the northern tunnel entrance compound. The traffic management would involve a contraflow system on Love Lane, Princess Margaret Road and Station Road. The length of road affected would be 500m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.16, and the location where the contraflow is represented in the model in Phase 3 is also shown.

1.2.22 The table also shows the schedule for this traffic management measure. The measure would be for two months and is planned to occur one year into the construction programme. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between March 2026 and May 2026, a total of three months.

Table 1.16 TUTM11 – Love Lane/ Princess Margaret Road/ Station Road Contraflow

Traffic measure:	Love Lane/Princess Margaret Rd/Station Rd (ID: TUTM11)
Location:	East Tilbury, Thurrock (N: 51.473284 E: 0.417723)
Type:	Contraflow (300m sections)
Description:	Installation of temporary connections to the northern tunnel entrance compound



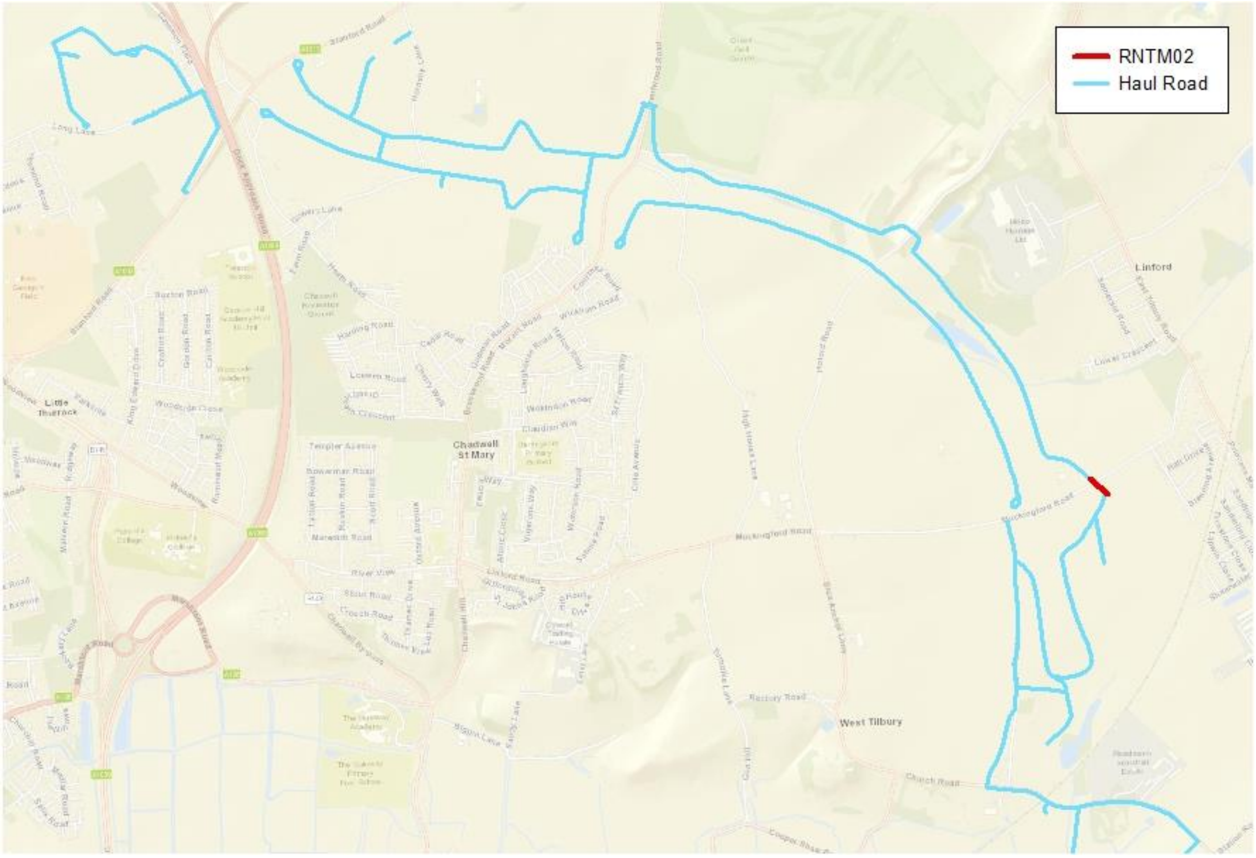


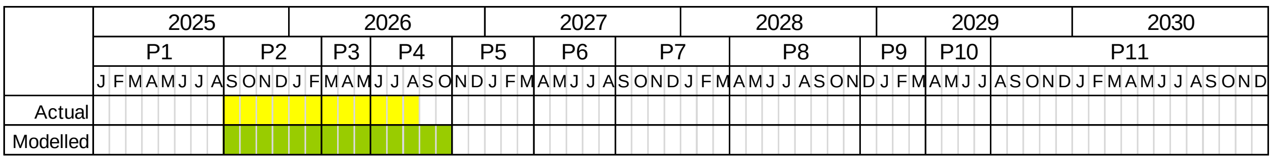
Muckingford Road – Crossing Point (RNTM02)

1.2.23 This traffic management measure would be required to allow construction vehicles to cross Muckingford Road. The traffic management would involve a crossing point on Muckingford Road. The location of the traffic management measure is shown in Table 1.17. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2025 and August 2026, a total of 12 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and October 2026, a total of 14 months.

Table 1.17 RNTM02 – Muckingford Road Crossing Point

Traffic measure:	Muckingford Rd (ID: RNTM02)
Location:	East Tilbury, Thurrock (N: 51.483906 E: 0.405341)
Type:	Crossing Point
Description:	Allow construction vehicles to cross



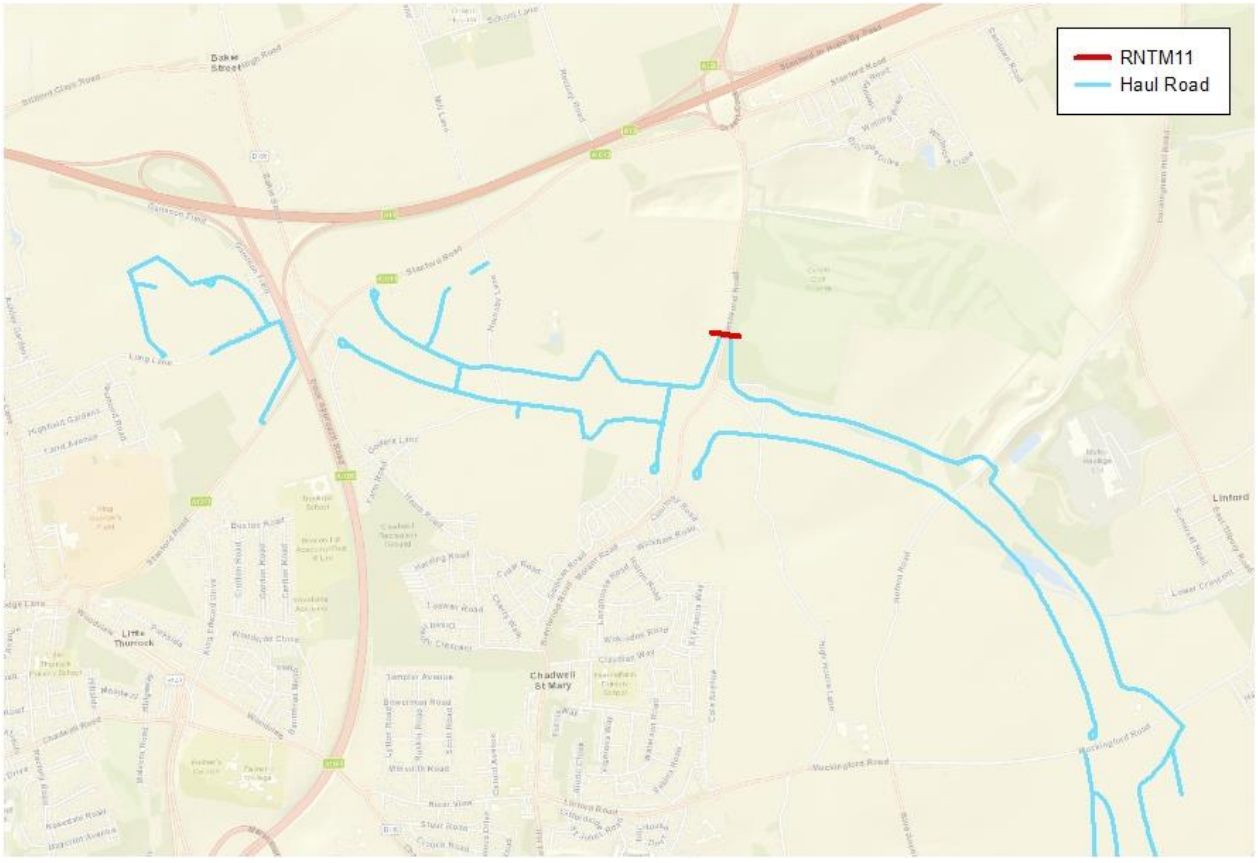


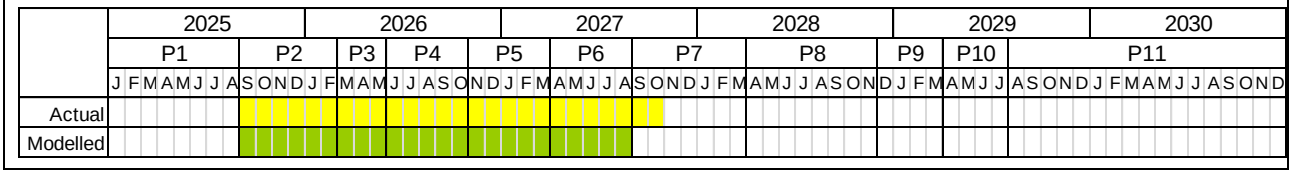
Brentwood Road – Crossing Point (RNTM11)

1.2.24 This traffic management measure would be required to allow construction vehicles to cross Brentwood Road. The traffic management would involve a crossing point on Brentwood Road. The location of the traffic management measure is shown in Table 1.18. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2025 and October 2027, a total of 26 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and August 2027, a total of 24 months.

Table 1.18 RNTM11 – Brentwood Road Crossing Point

Traffic measure:	Brentwood Rd (ID: RNTM11)
Location:	Chadwell St Mary, Orsett, Thurrock (N: 51.497906 E: 0.380537)
Type:	Crossing Point
Description:	Allow construction vehicles to cross



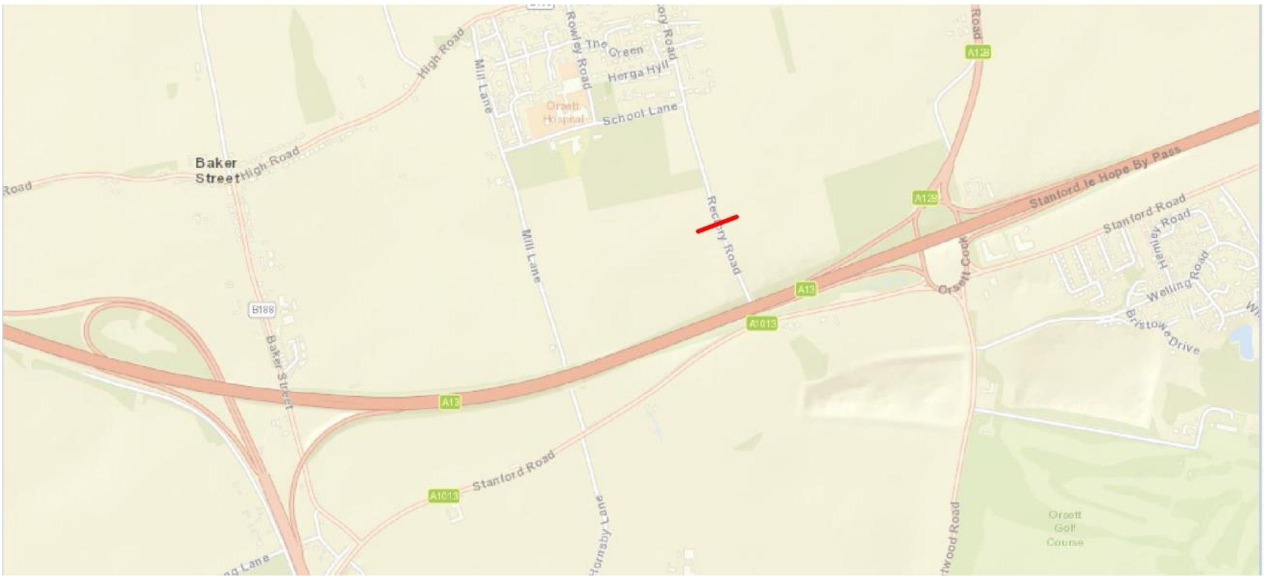


Rectory Road – Crossing Point (RNTM19)

1.2.25 This traffic management measure would be required to allow construction vehicles to cross Rectory Road. The traffic management would involve a crossing point on Rectory Road. The location of the traffic management measure is shown in Table 1.19. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2025 and March 2029, a total of 43 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and March 2029, a total of 43 months.

Table 1.19 RNTM19 – Rectory Road Crossing Point

Traffic measure:	Rectory Rd (ID: RNTM19)
Location:	Orsett, Thurrock (N: 51.506847 E: 0.372032)
Type:	Crossing Point
Description:	Allow construction vehicles to cross



	2025		2026			2027			2028		2029		2030
	P1	P2		P3	P4	P5	P6	P7	P8	P9		P10	P11
	J F M A M J J A	S O N D J F		M A M	J J A S O	N D J F	M A M J J	A S O N D J F	M A M J J A S O N	D J F M		A M J J	A S O N D J F M A M J J A S O N D
Actual		■		■	■	■	■	■	■	■			
Modelled		■		■	■	■	■	■	■	■			

Baker Street – Crossing Point (RNTM39)

1.2.26 This traffic management measure would be required to allow construction vehicles to cross Baker Street. The traffic management would involve a crossing point on Baker Street. The location of the traffic management measure is shown in Table 1.20. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2025 and July 2029, a total of 47 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and July 2029, a total of 47 months.

Table 1.20 RNTM39 – Baker Street Crossing Point

Traffic measure:	Baker Street (ID: RNTM39)
Location:	Orsett, Thurrock (N: 51.503529 E: 0.354851)
Type:	Crossing Point
Description:	Allow construction vehicles to cross

	2025											
	P1								P2			
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2026											
	P2		P3			P4					P5	
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2027											
	P5			P6					P7			
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2028											
	P7			P8								P9
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

	2029											
	P9			P10				P11				
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

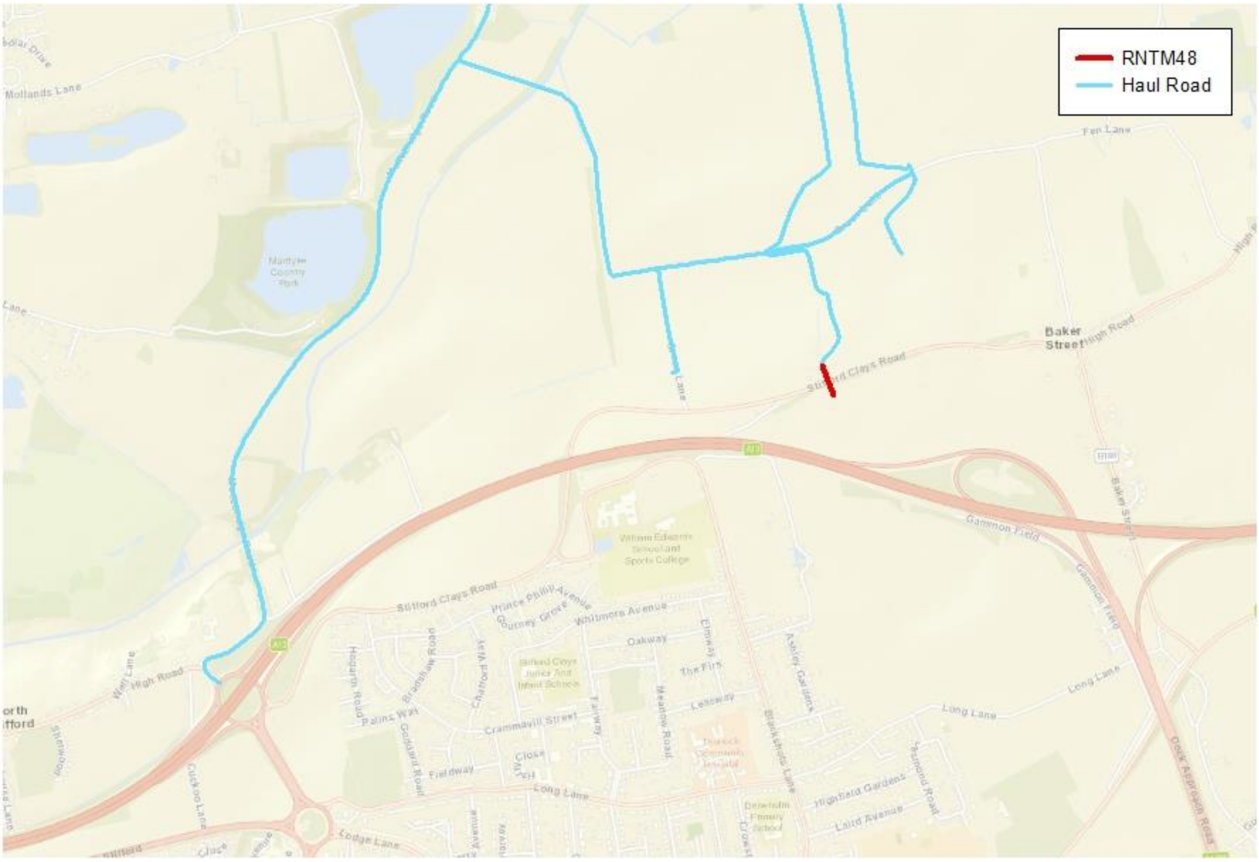
	2030											
	P11											
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

Stifford Clays Road – Crossing Point (RNTM48)

1.2.27 This traffic management measure would be required to allow construction vehicles to cross Stifford Clays Road. The traffic management would involve a crossing point on Stifford Clays Road. The location of the traffic management measure is shown in Table 1.21. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2025 and December 2027, a total of 28 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and March 2028, a total of 31 months.

Table 1.21 RNTM48 – Stifford Clays Road Crossing Point

Traffic measure:	Stifford Clays Rd (ID: RNTM48)
Location:	Orsett, Thurrock (N: 51.507087 E: 0.34185)
Type:	Crossing Point
Description:	Allow construction vehicles to cross



2025	J	F	M	A	M	J	J	A	S	O	N	D
	P1								P2			
Actual												
Modelled												

2026	J	F	M	A	M	J	J	A	S	O	N	D
			P3			P4					P5	
Actual												
Modelled												

2027	J	F	M	A	M	J	J	A	S	O	N	D
				P6					P7			
Actual												
Modelled												

2028	J	F	M	A	M	J	J	A	S	O	N	D
				P8								P9
Actual												
Modelled												

2029	J	F	M	A	M	J	J	A	S	O	N	D
				P10				P11				
Actual												
Modelled												

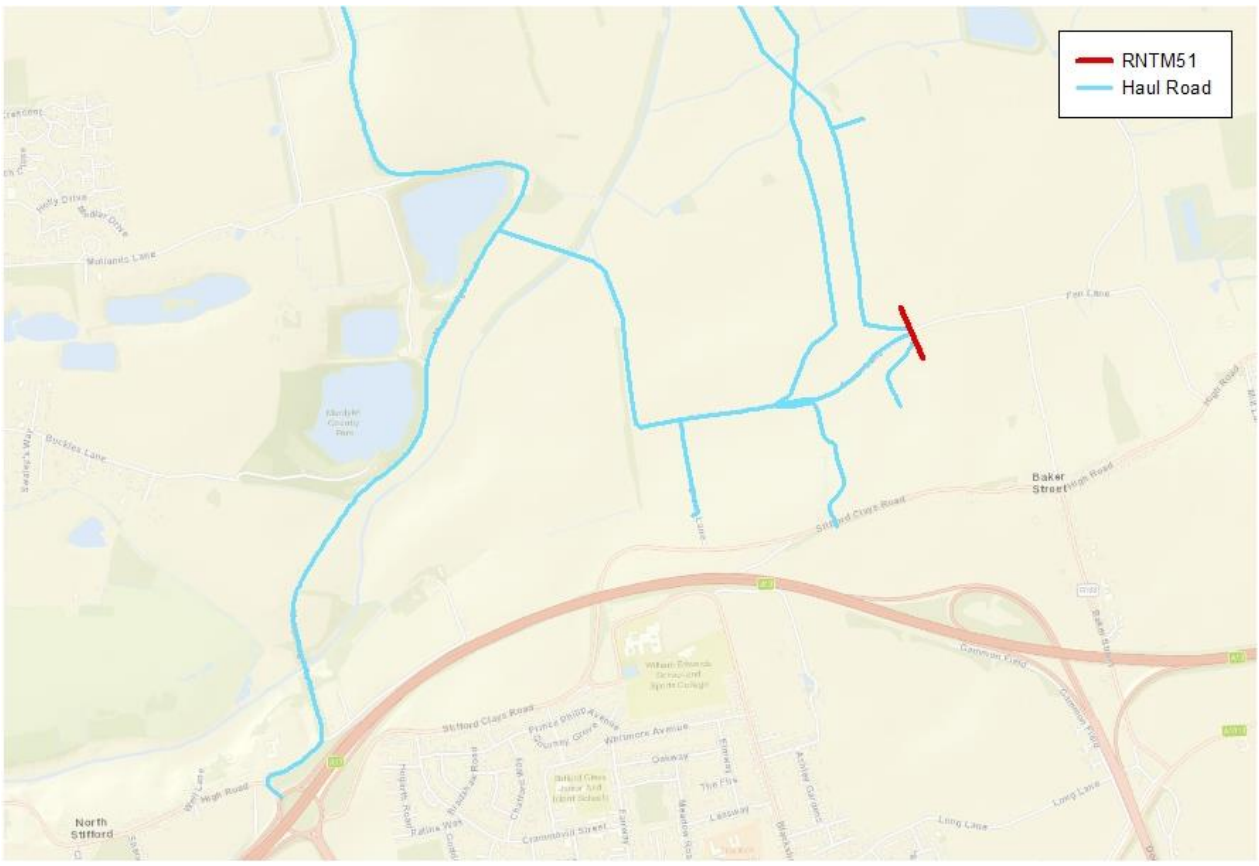
2030	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

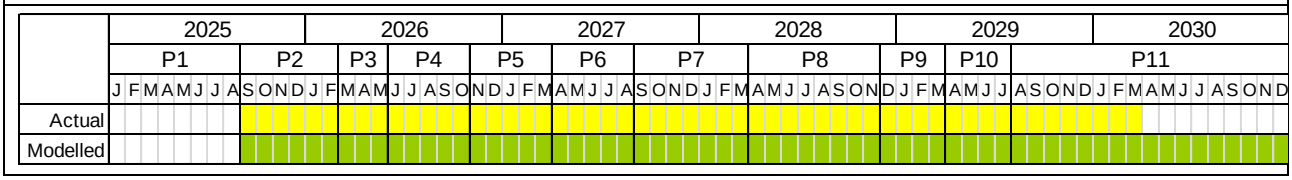
Green Lane – Crossing Point (RNTM51)

1.2.28 This traffic management measure would be required to allow construction vehicles to cross Green Lane. The traffic management would involve a crossing point on Green Lane. The location of the traffic management measure is shown in Table 1.22. The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2025 and March 2030, a total of 55 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and December 2030, a total of 64 months.

Table 1.22 RNTM51 – Green Lane Crossing Point

Traffic measure:	Green Lane (ID: RNTM51)
Location:	Orsett, Thurrock (N: 51.512969 E: 0.345966)
Type:	Crossing Point
Description:	Allow construction vehicles to cross





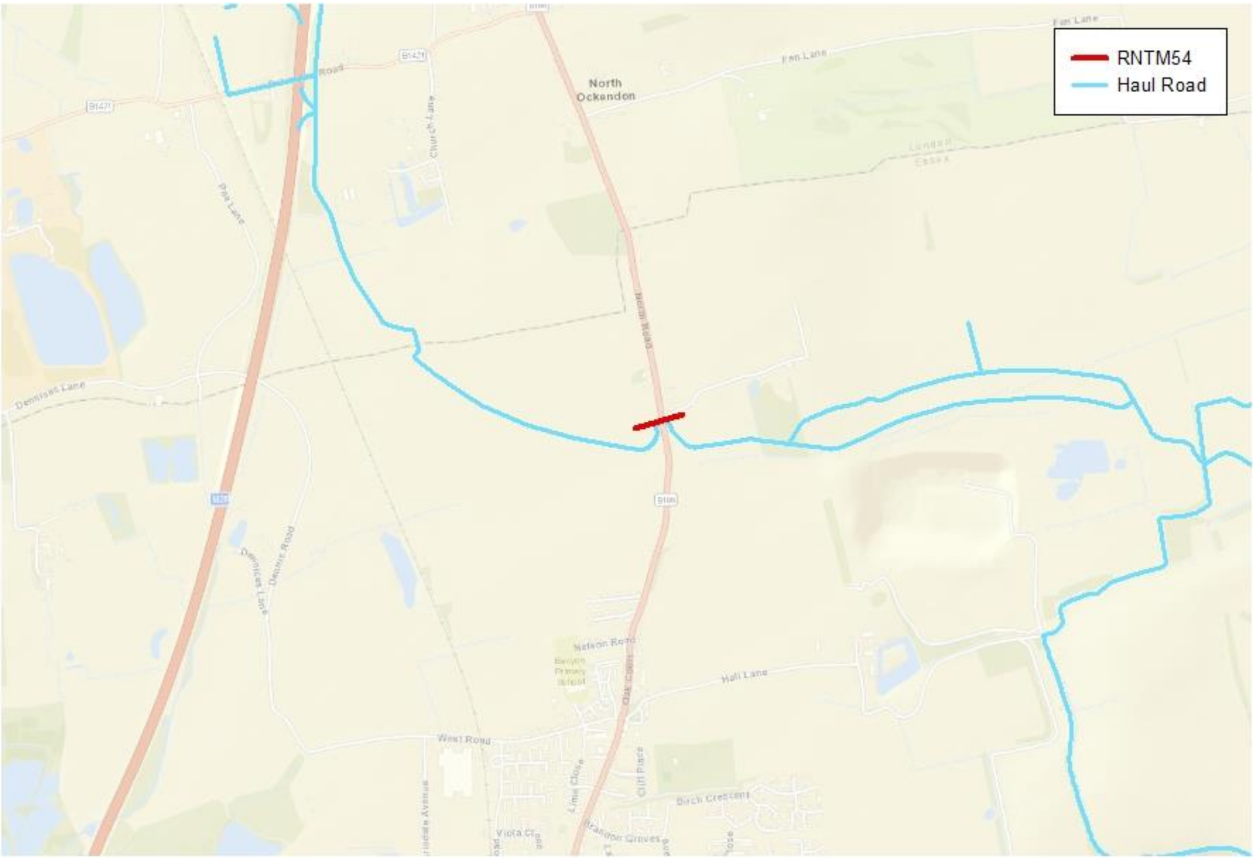
B186 North Road – Crossing Point (RNTM54)

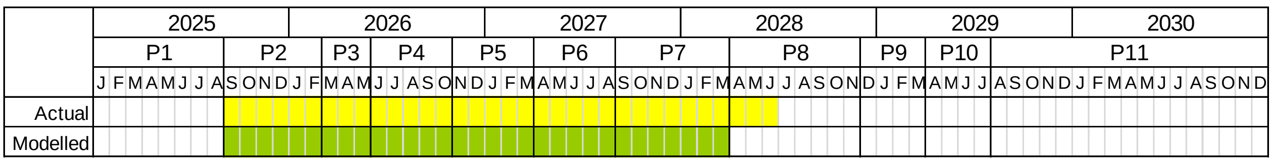
1.2.29 This traffic management measure would be required to allow construction vehicles to cross the B186. The traffic management would involve a crossing point on the B186 North Road. The location of the traffic management measure is shown in Table 1.23.

1.2.30 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2025 and June 2028, a total of 34 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and March 2028, a total of 31 months.

Table 1.23 RNTM54 – B186 North Road Crossing Point

Traffic measure:	B186 North Road (ID: RNTM54)
Location:	Ockendon, Thurrock (N: 51.532004 E: 0.299347)
Type:	Crossing Point
Description:	Allow construction vehicles to cross





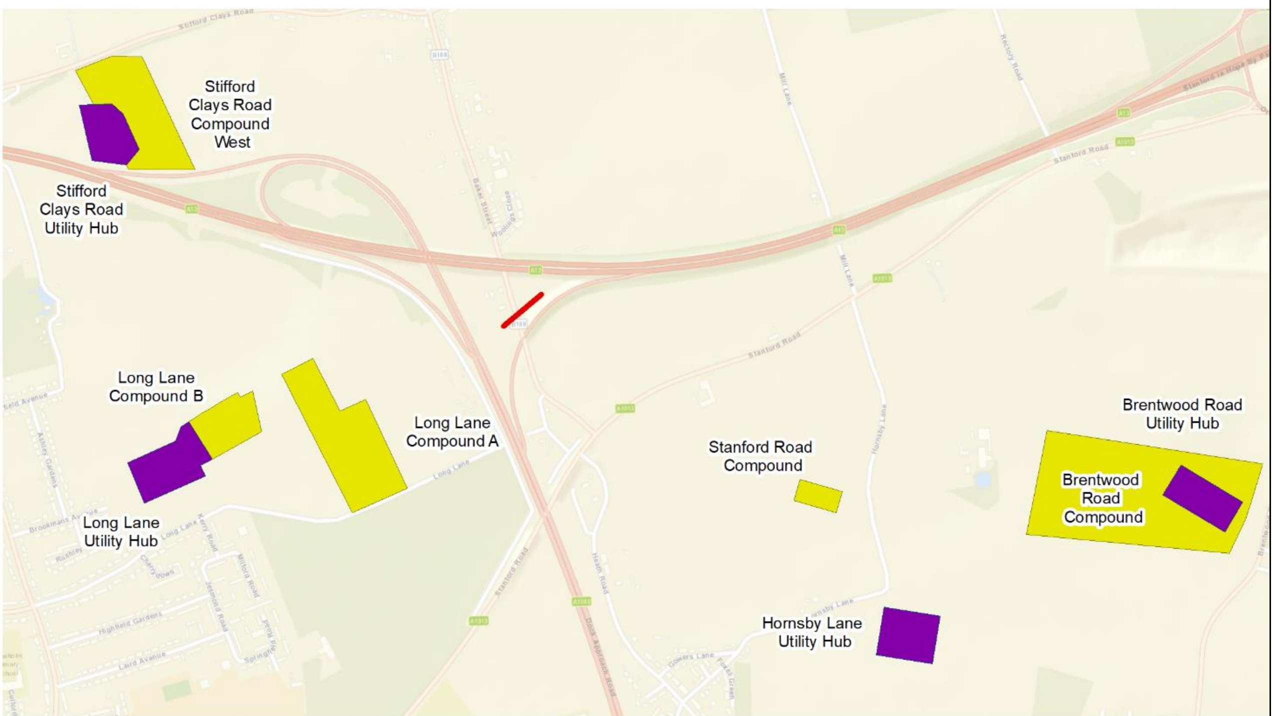
Baker Street – Crossing Point (RNTM107)

1.2.31 This traffic management measure would be required to allow construction vehicles to cross Baker Street. The traffic management would involve a crossing point on Baker Street. The location of the traffic management measure is shown in Table 1.24.

1.2.32 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between November 2026 and March 2029, a total of 29 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between November 2026 and March 2029, matching reality.

Table 1.24 RNTM107 – Baker Street Crossing Point

Traffic measure:	Baker Street (ID: RNTM107)
Location:	Orsett, Thurrock (N: 51.5012707 E:0.3558487)
Type:	Crossing Point
Description:	Allow construction vehicles to cross



	2025												2026												2027												2028												2029												2030											
	P1								P2						P3			P4					P5					P6					P7							P8								P9				P10				P11																
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Actual																																																																								
Modelled																																																																								

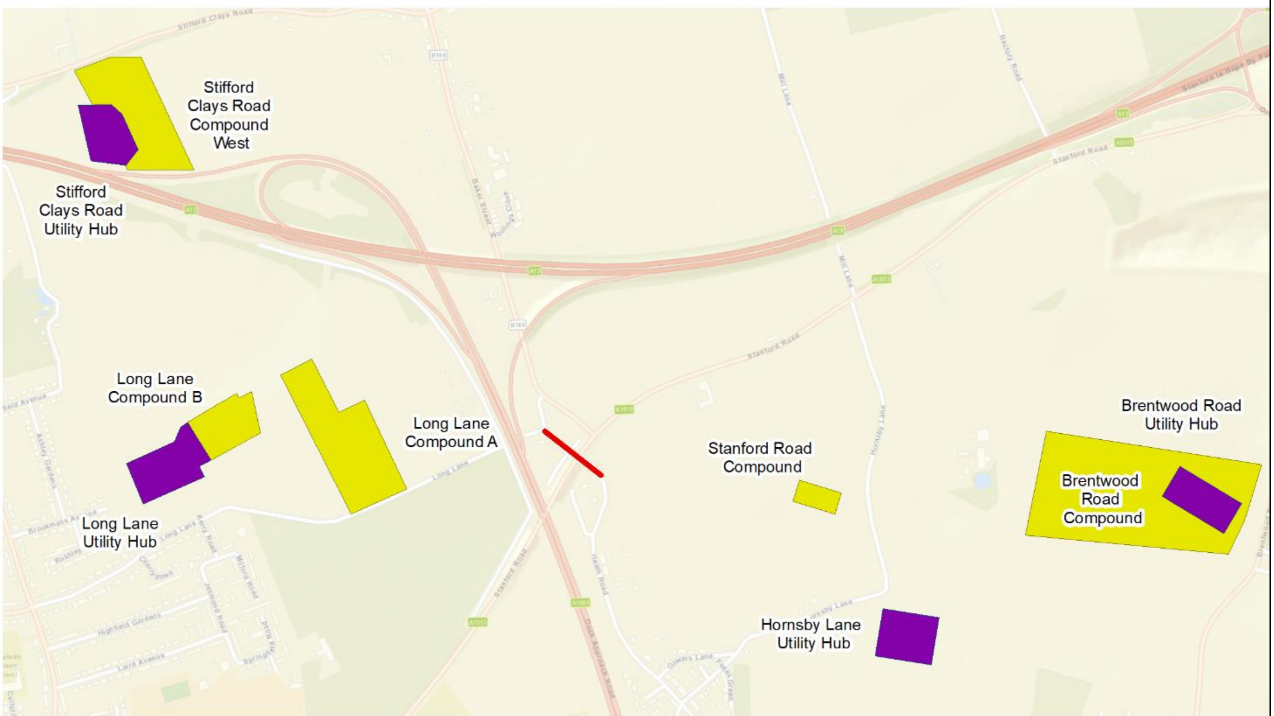
A1013 – Crossing Point (RNTM108)

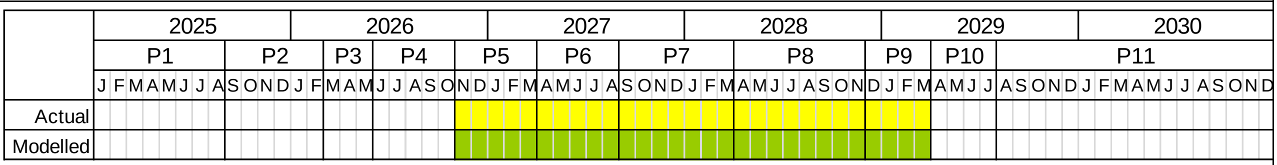
1.2.33 This traffic management measure would be required to allow construction vehicles to cross the A1013. The traffic management would involve a crossing point on the A1013. The location of the traffic management measure is shown in Table 1.25.

1.2.34 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between November 2026 and March 2029, a total of 29 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between November 2026 and March 2029, matching reality.

Table 1.25 RNTM108 - A1030 Crossing Point

Traffic measure:	A1013 (ID: RNTM108)
Location:	Chadwell St Mary, Thurrock (N: 51.4986571 E:0.3574837)
Type:	Crossing Point
Description:	Allow construction vehicles to cross



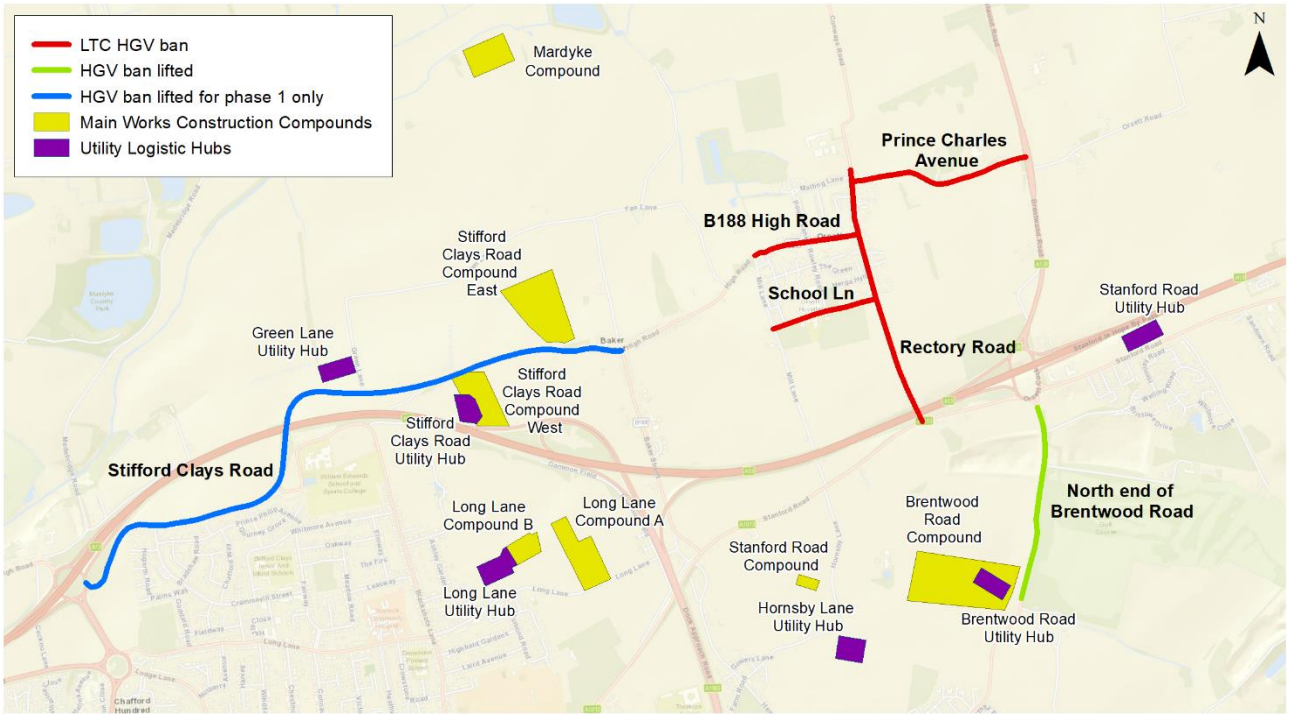


HGV bans

1.2.35 Project HGV bans are planned on Rectory Road from School Lane to Prince Charles Avenue, on School Lane from Mill Lane to Rectory Road, on the B188 High Road from Mill Lane to Rectory Road, and on Prince Charles Avenue from Rectory Road to the A128 Brentwood Road.

1.2.36 An existing 7.5 tonne ban at the north end of Brentwood Road would be moved south by 950m to provide access to the Brentwood Road compound. This change would be applied throughout the construction period. South of the Brentwood Road compound, the HGV ban would remain in place. An existing 7.5 tonne ban on Stifford Clays Road would also be removed, but only in phase 1, effectively moving the HGV ban in this area east by 3km to provide access to the Stifford Clays Road (East and West) compounds. When the Veolia Track is introduced in phase 2, this becomes the access point to those compounds thus the 7.5 tonne ban can be reinstated. Plate 1.18 illustrates the location of the Project HGV bans and the changes of existing 7.5 tonne bans.

Plate 1.18 Changes to HGV restrictions in Thurrock



Note that School Road is not in the LTAM.

Thurrock / Havering

B186 – Contraflow (RNTM56)

1.2.37 This traffic management measure would be required to carry out the installation of temporary connections to the Medebridge and M25 compounds. The traffic management would involve a contraflow system on the B186. The length of road affected would be 2,000m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.26, and the locations where the contraflow is represented in the model in Phase 1 and Phase 2 is also shown.

1.2.38 The table also shows the schedule for this traffic management measure. The measure is 12 months in duration and is planned to occur at the start of the construction programme. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and February 2026, a total of 14 months.

Table 1.26 RNTM56 – B186 Contraflow

Traffic measure:	B186 (ID: RNTM56)
Location:	Ockendon, Upminster, Thurrock, Havering (N: 51.538637 E: 0.297387)
Type:	Contraflow (300m sections)
Description:	Installation of temporary connections to the Medebridge and M25 compounds. Utilities.

	2025	2026	2027	2028	2029	2030
	P1, P2	P2, P3, P4	P5, P6	P7, P8	P8, P9, P10	P11
	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Estimate						
Modelled						

Havering

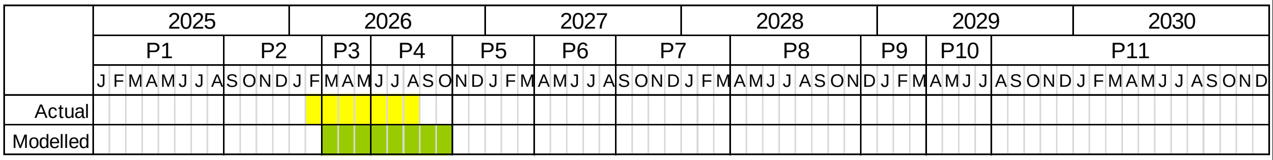
M25 southbound – Narrow Lanes (RNTM61)

1.2.39 This traffic management measure would be required to carry out nearby construction works. The traffic management would involve introducing narrow lanes and a 60mph maximum speed limit on the southbound carriageway. The location of the traffic management measure is shown in Table 1.27.

1.2.40 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between February 2026 and August 2026, a total of seven months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between March 2026 and October 2026, a total of eight months.

Table 1.27 RNTM61 – M25 SB Narrow Lanes

Traffic measure:	M25SB (ID: RNTM61)
Location:	Upminster, Havering (N: 51.545264 E: 0.282985)
Type:	Narrow lanes, 60mph
Description:	Construction access works



M25 NB – Narrow Lanes (RNTM62)

1.2.41 This traffic management measure would be required to carry out nearby construction works. The traffic management would involve introducing narrow lanes and a 60mph maximum speed limit on the northbound carriageway. The location of the traffic management measure is shown in Table 1.28.

1.2.42 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between February 2026 and August 2026, a total of seven months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between March 2026 and October 2026, a total of eight months.

Table 1.28 RNTM62 – M25 NB Narrow Lanes

Traffic measure:	M25NB (ID: RNTM62)
Location:	Upminster, Havering (N: 51.544796 E: 0.282549)
Type:	Narrow lanes, 60mph
Description:	Construction access works

<table>
<tr><td rowspan="3"></td><td colspan="12">2025</td><td colspan="12">2026</td><td colspan="12">2027</td><td colspan="12">2028</td><td colspan="12">2029</td><td colspan="12">2030</td></tr>
<tr><td colspan="8">P1</td><td colspan="6">P2</td><td colspan="3">P3</td><td colspan="5">P4</td><td colspan="5">P5</td><td colspan="5">P6</td><td colspan="7">P7</td><td colspan="8">P8</td><td colspan="4">P9</td><td colspan="4">P10</td><td colspan="17">P11</td></tr>
<tr><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td></tr>
<tr><td>Actual</td><td colspan="72"></td></tr>
<tr><td>Modelled</td><td colspan="72"></td></tr>
</table>

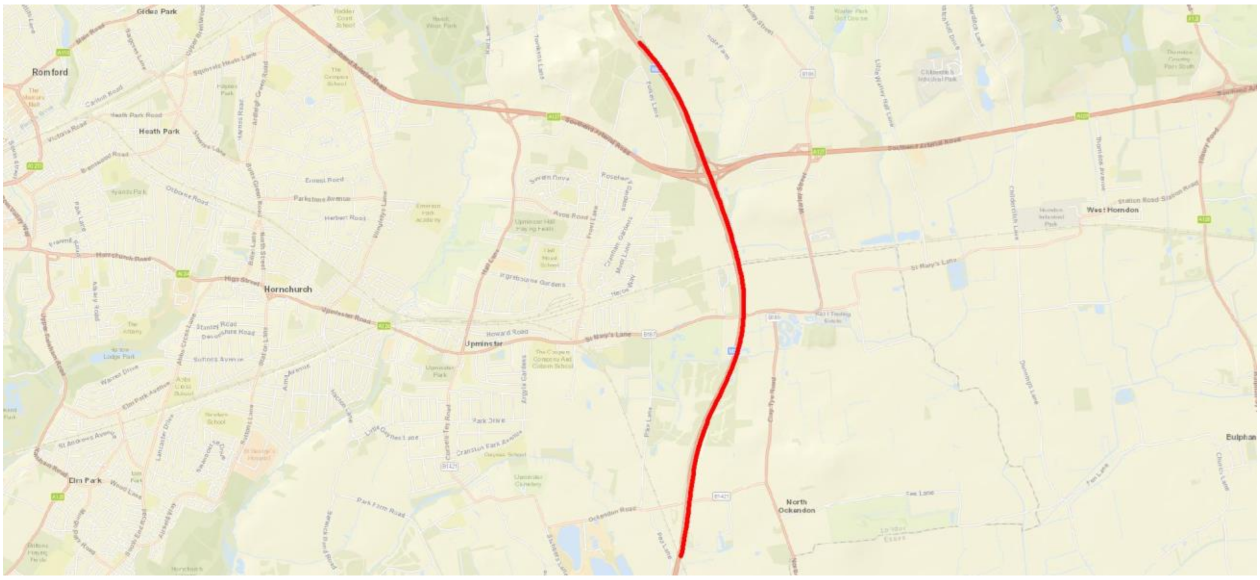
M25 southbound – Narrow Lanes (RNTM64)

1.2.43 This traffic management measure would be required to carry out nearby construction works. The traffic management would involve introducing narrow lanes and a 60mph maximum speed limit on the southbound carriageway. The location of the traffic management measure is shown in Table 1.29.

1.2.44 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place for 41 months from 2026 and to 2029. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between March 2026 and July 2029, a total of 41 months.

Table 1.29 RNTM64 – M25 SB Narrow Lane

Traffic measure:	M25SB (ID: RNTM64)
Location:	Cranham, Upminster, Havering (N: 51.552744 E: 0.287288)
Type:	Narrow lanes, 60mph
Description:	Carry out nearby works



	2025												2026												2027												2028												2029												2030											
	P1								P2						P3		P4					P5					P6					P7							P8								P9				P10					P11																
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Estimate																																																																								
Modelled																																																																								

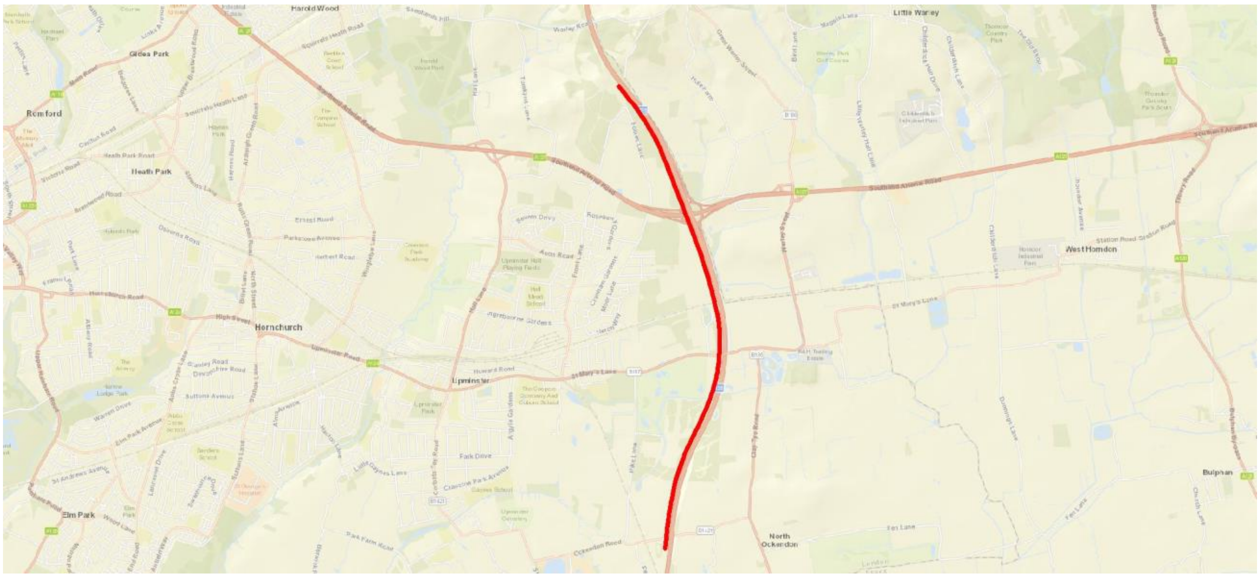
M25 northbound – Narrow Lanes (RNTM65)

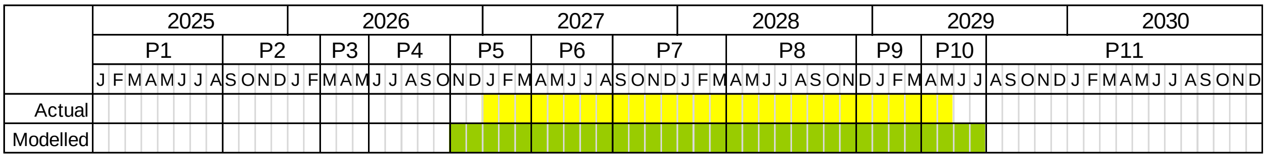
1.2.45 This traffic management measure would be required to carry out nearby construction works. The traffic management would involve introducing narrow lanes and a 60mph maximum speed limit on the northbound carriageway. The location of the traffic management measure is shown in Table 1.30.

1.2.46 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between January 2027 and May 2029, a total of 29 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between November 2026 and July 2029, a total of 33 months.

Table 1.30 RNTM65 – M25 NB Narrow Lanes

Traffic measure:	M25NB (ID: RNTM65)
Location:	Cranham, Upminster, Havering (N: 51.552582 E: 0.286768)
Type:	Narrow lanes, 60mph
Description:	Carry out nearby works





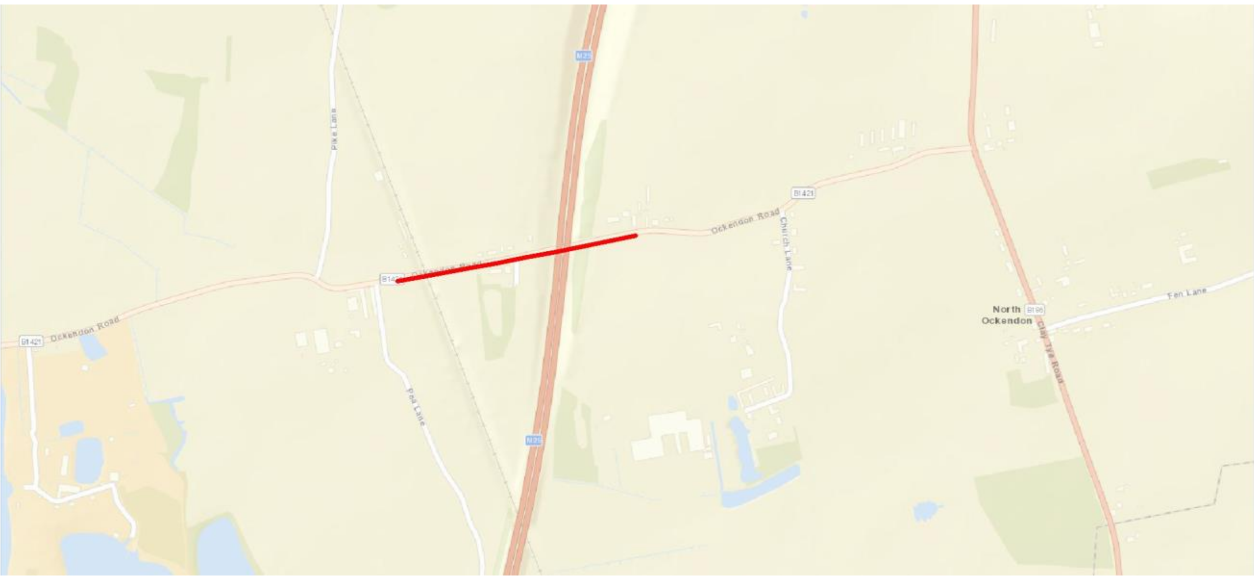
Ockendon Road – Closure (RNTM58)

1.2.47 This traffic management measure would be required to carry out nearby bridge works, works to facilitate an earthworks logistics route and to carry out modifications to local utility networks. The traffic management would involve closing a section of Ockendon Road. The location of the traffic management measure is shown in Table 1.31.

1.2.48 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between August 2026 and February 2028, a total of 19 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between June 2026 and March 2028, a total of 22 months.

Table 1.31 RNTM58 – Ockendon Road Closure

Traffic measure:	Ockendon Rd (ID: RNTM58)
Location:	Upminster, Havering (N: 51.542384 E: 0.28061)
Type:	Closure
Description:	Bridge works & earthworks logistics route & modifications to local utility networks



	2025												2026											
	P1								P2						P3			P4						
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Actual																								
Modelled																								

	2027												2028											
				P6					P7							P8								
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Actual																								
Modelled																								

	2029												2030											
				P10				P11																
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Actual																								
Modelled																								

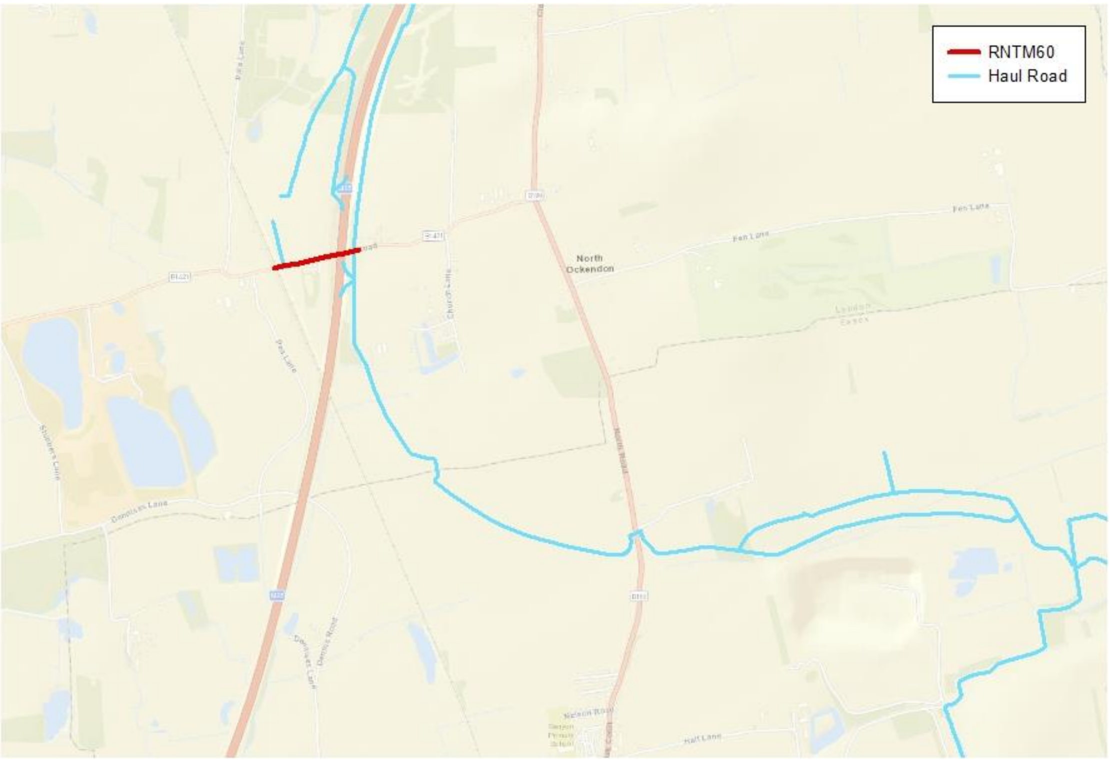
Ockendon Road – Contraflow (RNTM60)

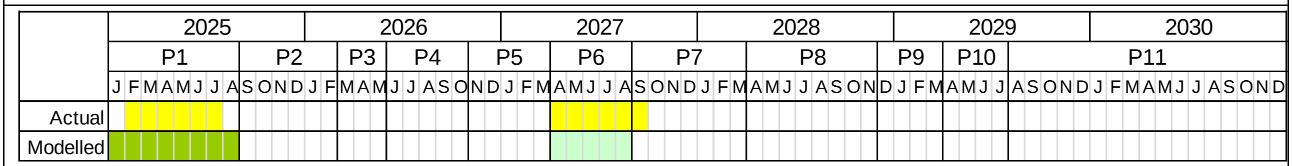
1.2.49 This traffic management measure would be required to carry out nearby works and to carry out modifications to local utility networks and the installation of temporary connections to the Ockendon Road compound. The traffic management involves a contraflow system on Ockendon Road. The length of road affected is 200m. The location of the traffic management measure is shown in Table 1.32

1.2.50 The table also shows the schedule for this traffic management measure. The measure is planned to occur once at the start of the construction programme for six months, and then again in the middle of the construction programme for six months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place in Phase 1 between January 2025 and August 2026 (a total of eight months). The second instance of the traffic measure in the middle of the construction programme occurs at a similar time to the Ockendon Road closure (RNTM58), for this reason it is not represented in the traffic model.

Table 1.32 RNTM60 – Ockendon Road Contraflow

Traffic measure:	Ockendon Rd (ID: RNTM60)
Location:	Upminster, Havering (N: 51.542384 E: 0.28061)
Type:	Contraflow
Description:	Modifications to local utility networks & installation of temporary connections to the Ockendon Road compound





St Marys Lane – Contraflow (RNTM68)

1.2.51 This traffic management measure would be required to carry out nearby works and to carry out modifications to local utility networks. The traffic management would involve a contraflow system on St Marys Lane. The length of road affected is approximately 650m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.33.

1.2.52 The table also shows the schedule for this traffic management measure. The measure is 9 months in duration and is planned to occur early in the construction programme. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and May 2026, a total of nine months.

Table 1.33 RNTM68 – St Marys Lane Contraflow

Traffic measure:	St Marys Lane (ID: RNTM68)
Location:	Upminster, Havering (N: 51.559494 E: 0.286638)
Type:	Contraflow
Description:	Carry out nearby works & modifications to local utility networks

	2025											
	P1								P2			
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

	2026											
			P3			P4					P5	
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

	2027											
				P6					P7			
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

	2028											
				P8								P9
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

	2029											
				P10				P11				
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

	2030											
	J	F	M	A	M	J	J	A	S	O	N	D
Estimate												
Modelled												

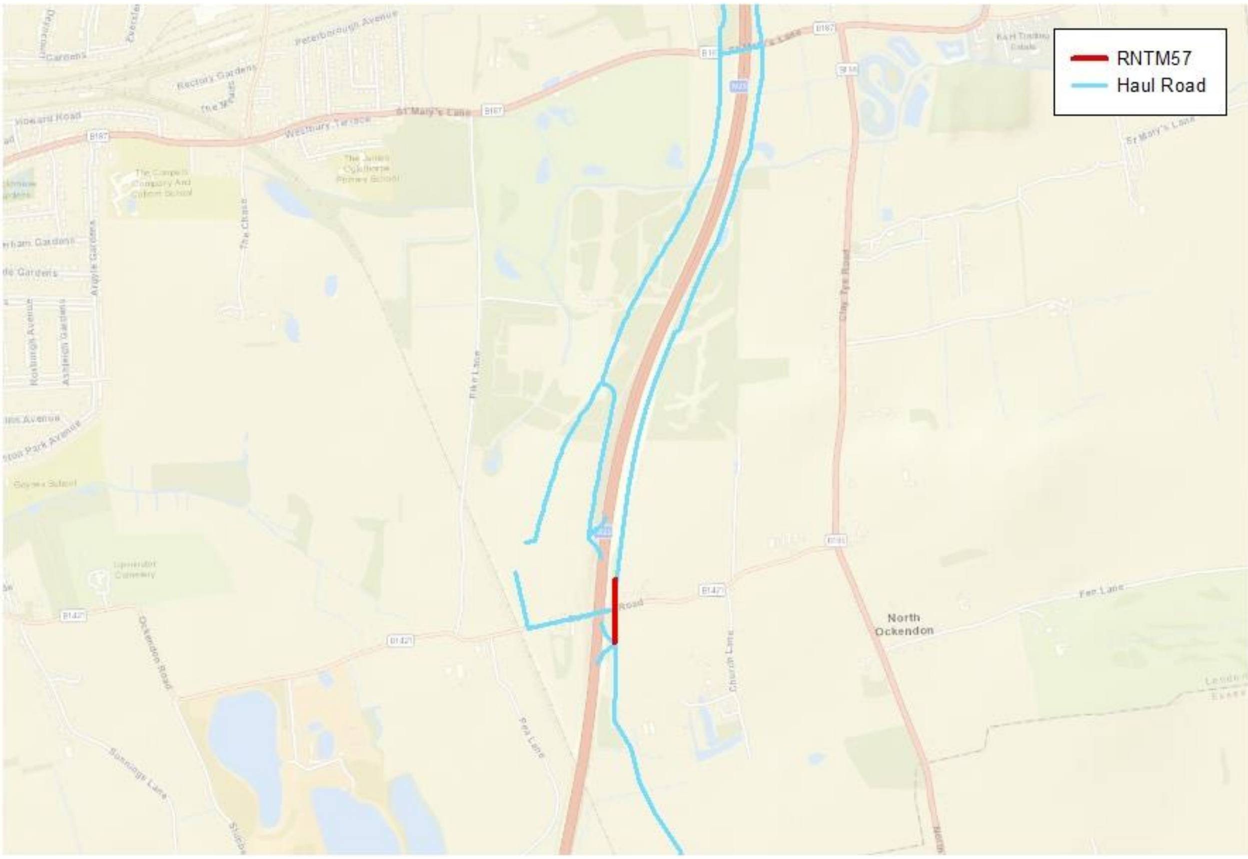
Ockendon Road – Crossing Point (RNTM57)

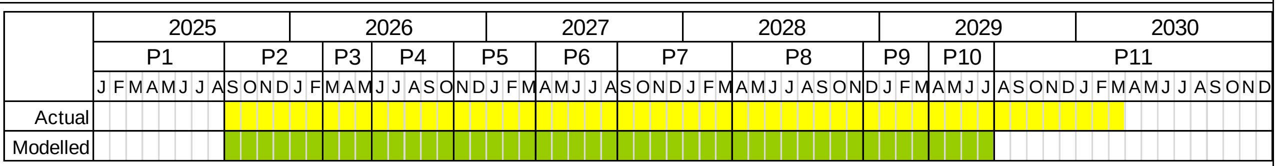
1.2.53 This traffic management measure would be required to allow construction vehicles to cross Ockendon Road. The traffic management would involve a crossing point on Ockendon Road. The location of the traffic management measure is shown in Table 1.34.

1.2.54 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2025 and March 2030, a total of 55 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and July 2029, a total of 47 months.

Table 1.34 RNTM57 – Ockendon Road Crossing Point

Traffic measure:	Ockendon Road (ID: RNTM57)
Location:	Upminster, Havering (N: 51.542722 E:0.283125)
Type:	Crossing Point
Description:	Allow construction vehicles to cross. This is a crossing point of Ockendon road





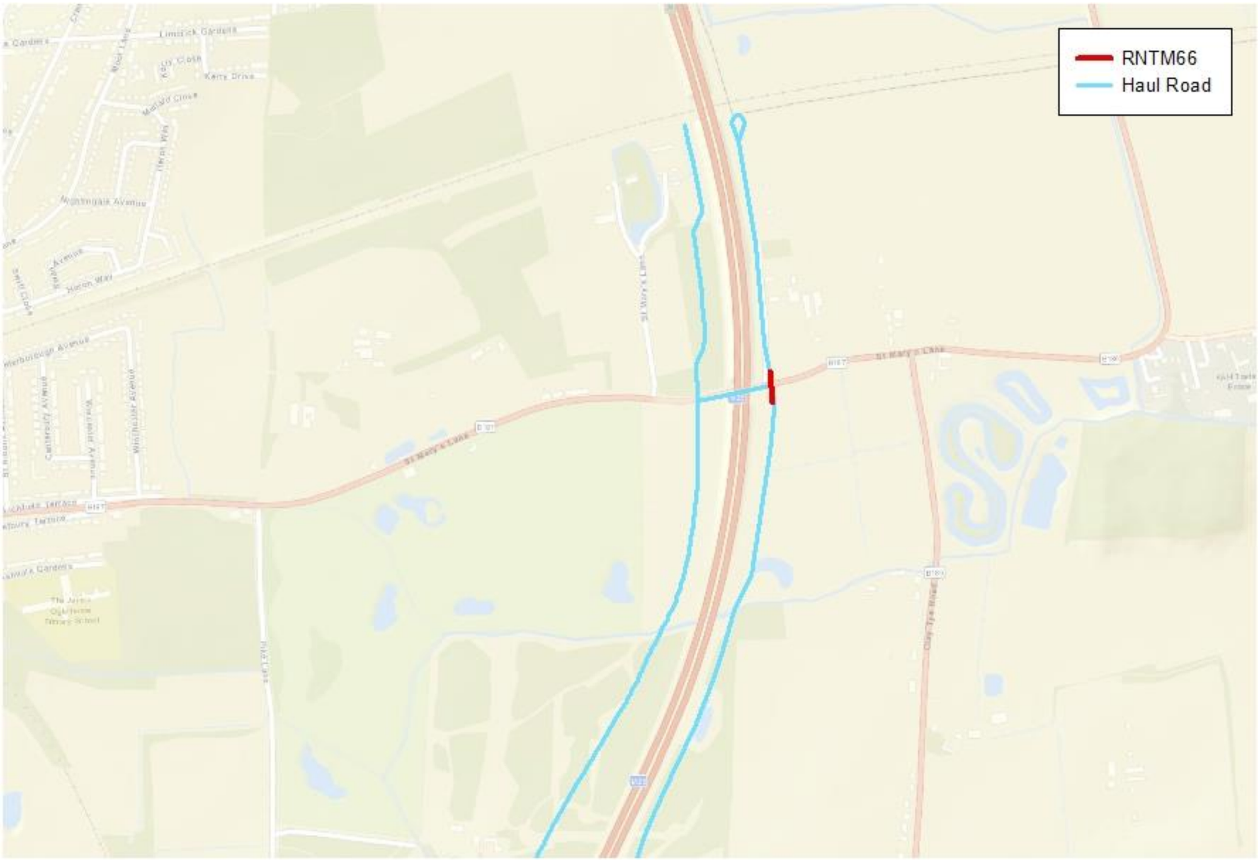
St Marys Lane – Crossing Point (RNTM66)

1.2.55 This traffic management measure would be required to allow construction vehicles to cross St Marys Lane immediately to the east of the M25. The traffic management would involve a crossing point on St Mary Lane. The location of the traffic management measure is shown in Table 1.35.

1.2.56 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2025 and March 2030, a total of 55 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and July 2029, a total of 47 months.

Table 1.35 RNTM66 – St Marys Lane Crossing Point

Traffic measure:	St Marys Lane (ID: RNTM66)
Location:	Upminster, Havering (N: 51.559648 E: 0.291123)
Type:	Crossing Point
Description:	Allow construction vehicles to cross



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<tr><td>Actual</td><td colspan="72"></td></tr>
<tr><td>Modelled</td><td colspan="72"></td></tr>
</table>

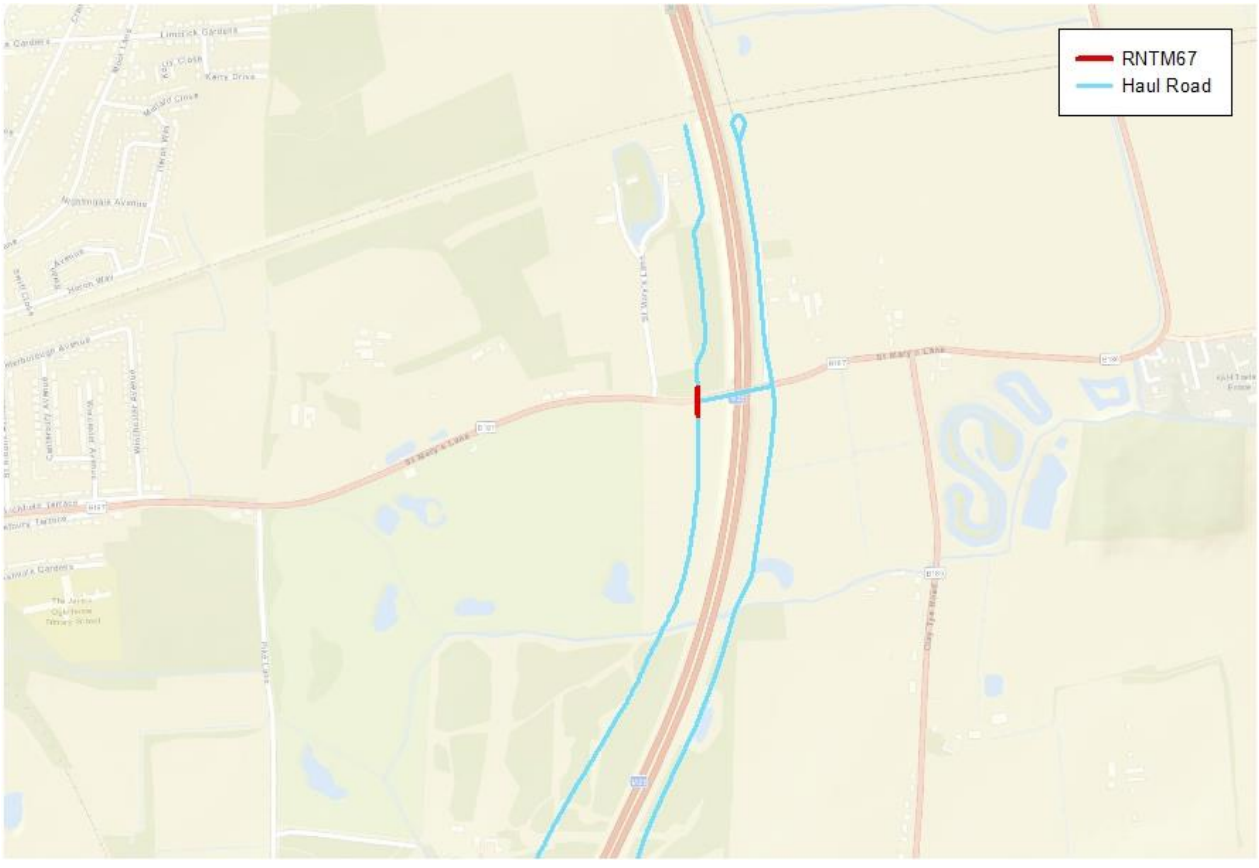
St Marys Lane – Crossing Point (RNTM67)

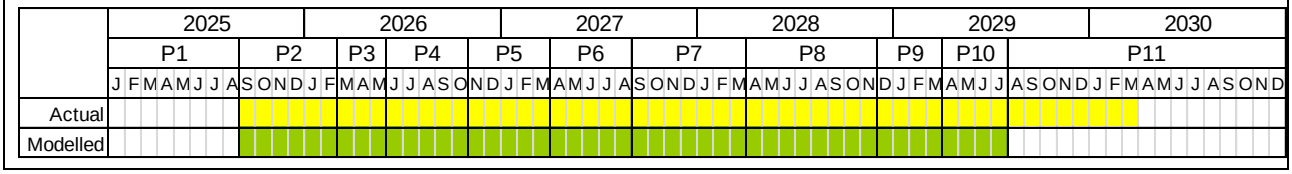
1.2.57 This traffic management measure would be required to allow construction vehicles to cross St Marys Lane immediately to the west of the M25. The traffic management would involve a crossing point on St Mary Lane. The location of the traffic management measure is shown in Table 1.36.

1.2.58 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2025 and March 2030, a total of 55 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and July 2030, a total of 47 months.

Table 1.36 RNTM67 – St Marys Lane Crossing Point

Traffic measure:	St Marys Lane (ID: RNTM67)
Location:	Upminster, Havering (N: 51.559466 E: 0.289053)
Type:	Crossing Point
Description:	Allow construction vehicles to cross





Havering / Brentwood

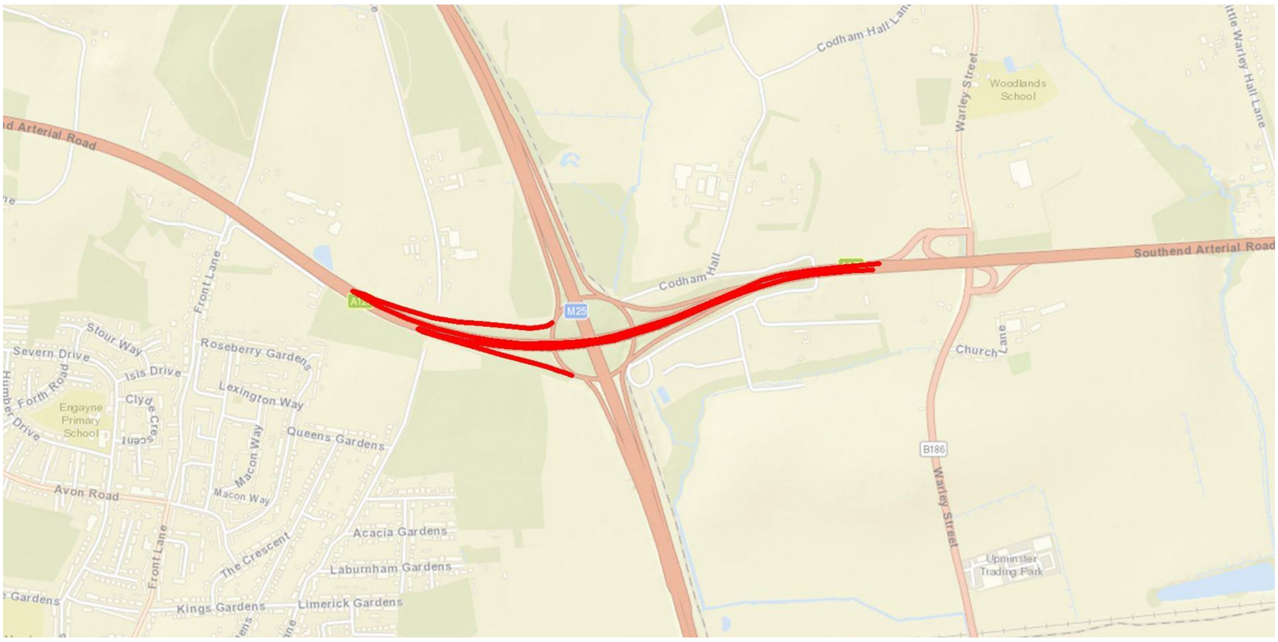
A127 – Narrow Lanes (RNTM74)

1.2.59 This traffic management measure would be required to carry out nearby construction works and to carry out modifications to local utility networks. The traffic management would involve introducing narrow lanes and a 50mph maximum speed limit on the A127. The location of the traffic management measure is shown in Table 1.37.

1.2.60 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between March 2026 and November 2028, a total of 33 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between March 2026 and November 2028, a total of 33 months.

Table 1.37 RNTM74 – A127 Narrow Lane

Traffic measure:	A127 (ID: RNTM74)
Location:	Cranham, Warley, Havering, Brentwood (N: 51.57272 E: 0.286898)
Type:	Narrow lanes, 50mph
Description:	Carry out nearby works & modifications to local utility networks



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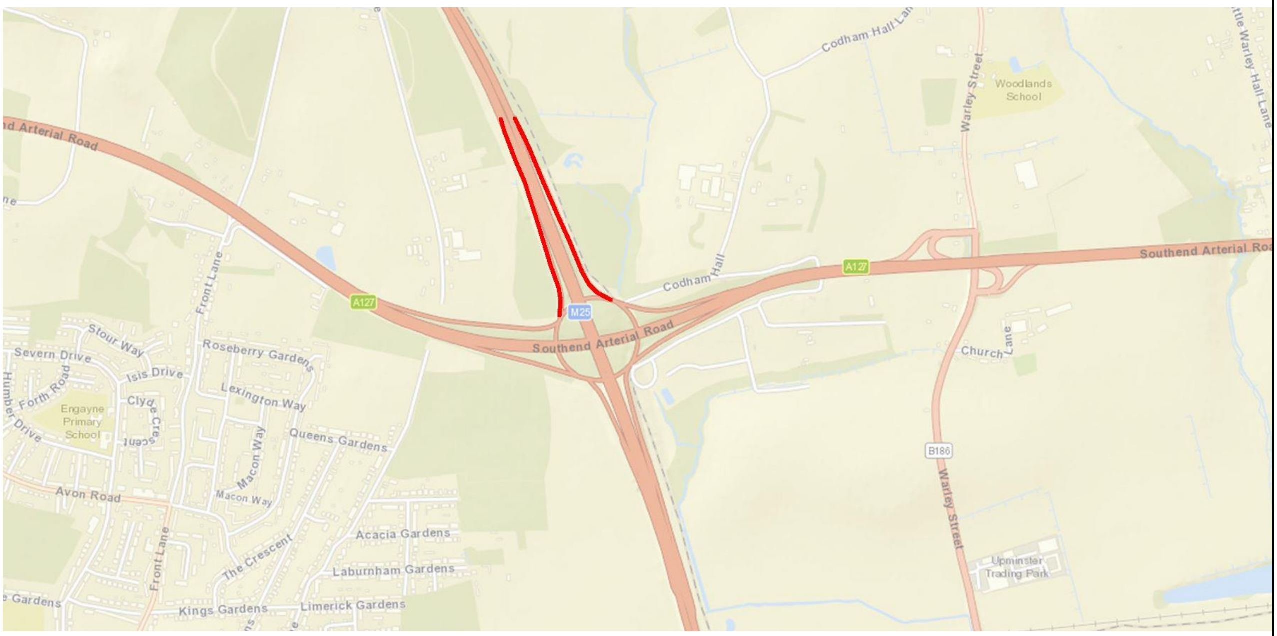
<tr><td>Estimate</td><td colspan="72"></td></tr>
<tr><td>Modelled</td><td colspan="72"></td></tr>
</table>

M25 – Narrow Lanes (RNTM105)

1.2.61 This traffic management measure would be required to carry out nearby construction works and to carry out modifications to local utility networks. The traffic management would involve introducing narrow lanes and a 50mph maximum speed limit on the M25. The location of the traffic management measure is shown in Table 1.37. In reality the measure is planned to be in place from September 2027 to March 2029, a period of 19 months. In order to fit with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2027 to March 2029, matching reality.

Table 1.38 RNTM105– M25 Narrow Lanes

Traffic measure:	M25 Slips (ID: RNTM105)
Location:	Cranham, Havering (N: E:)
Type:	Narrow Lanes, 50mph
Description:	Carry out nearby works



	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11
Year	2025	2026			2027		2028		2029		2030
Months	J F M A M J J A	S O N D J F	M A M	J J A S O	N D J F M	A M J J A	S O N D J F M	A M J J A S O N	D J F M	A M J J	A S O N D J F M A M J J A S O N D
Actual							■	■	■		
Modelled							■	■	■		

Gravesham

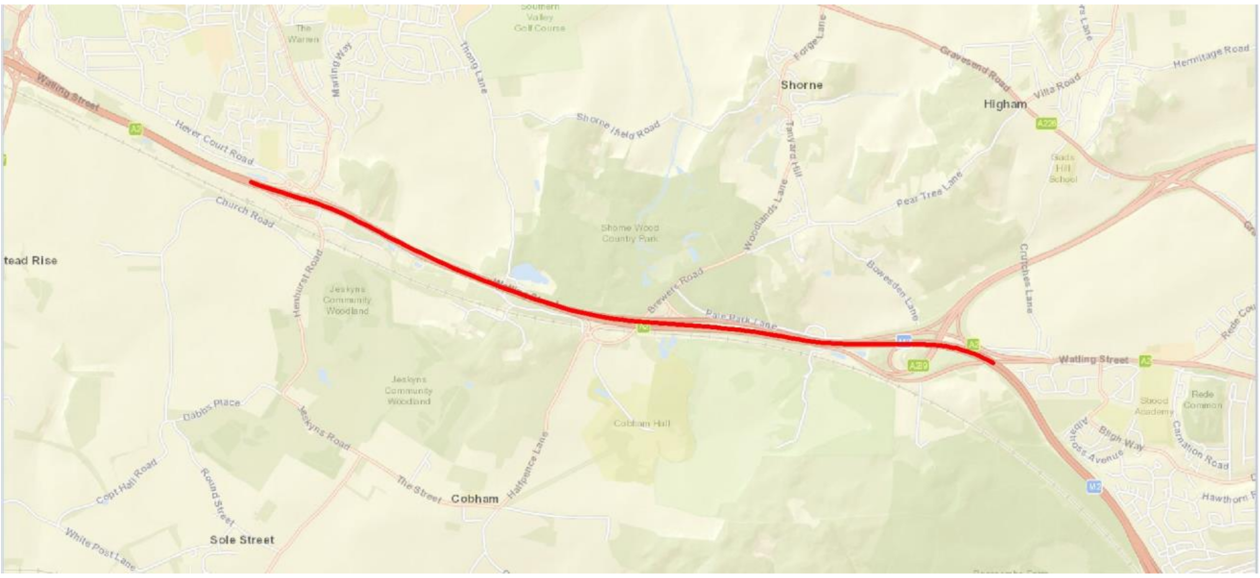
A2 – Narrow Lane (RSTM15)

1.2.62 This traffic management measure would be required to carry out nearby construction works and to carry out modifications to local utility networks. The traffic management would involve introducing narrow lanes and a 50mph maximum speed limit on the A2. The location of the traffic management measure is shown in Table 1.39.

1.2.63 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between June 2027 and April 2029, a total of 23 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between April 2027 and March 2029, a total of 24 months.

Table 1.39 RSTM15 – A2 Narrow Lanes

Traffic measure:	A2 (ID: RSTM15)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.404567 E: 0.398362)
Type:	Narrow lanes, 50mph
Description:	Carry out nearby works & modifications to local utility networks



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<tr><td>Modelled</td><td colspan="15"></td><td colspan="24"></td><td colspan="33"></td></tr>
</table>

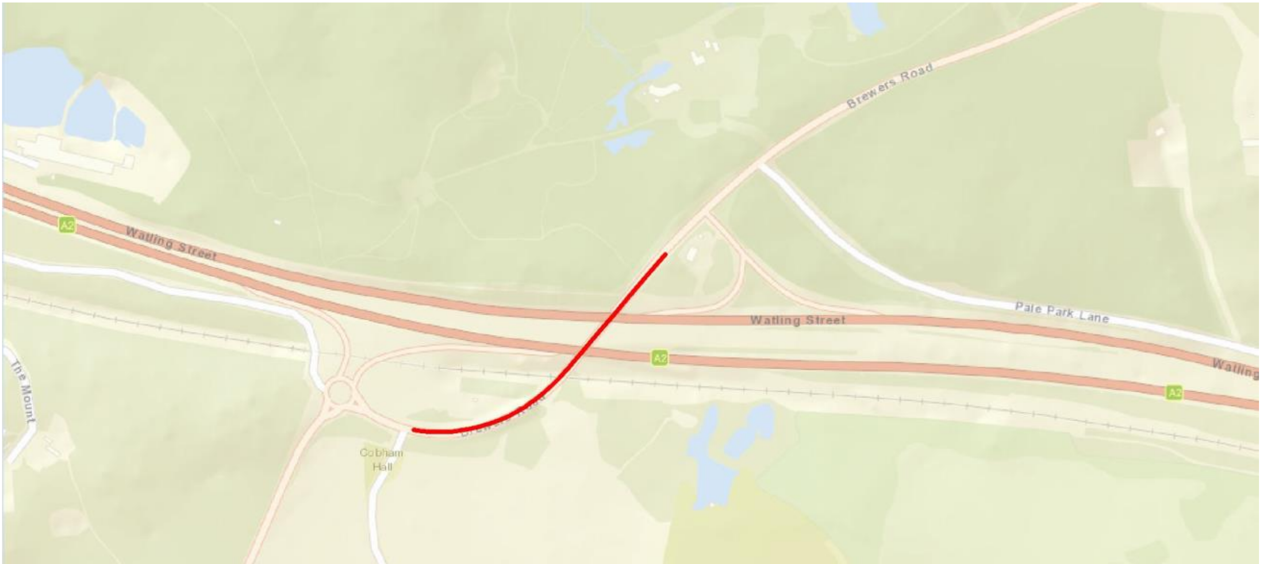
Brewers Road – Closure (RSTM25)

1.2.64 This traffic management measure would be required to carry out nearby bridge works and to carry out modifications to local utility networks. The traffic management would involve closing the southern section of Brewers Road. The location of the traffic management measure is shown in Table 1.40.

1.2.65 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between May 2027 and November 2028, a total of 19 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between April 2027 and November 2028, a total of 20 months.

Table 1.40 RSTM25 – Brewers Road Closure

Traffic measure:	Brewers Road (ID: RSTM25)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.400024 E: 0.416262)
Type:	Closure
Description:	Bridge works & modifications to local utility networks



	2025												2026												2027												2028												2029												2030											
	P1								P2						P3			P4					P5					P6					P7							P8								P9				P10				P11																
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Estimate																																																																							
Modelled																																																																							

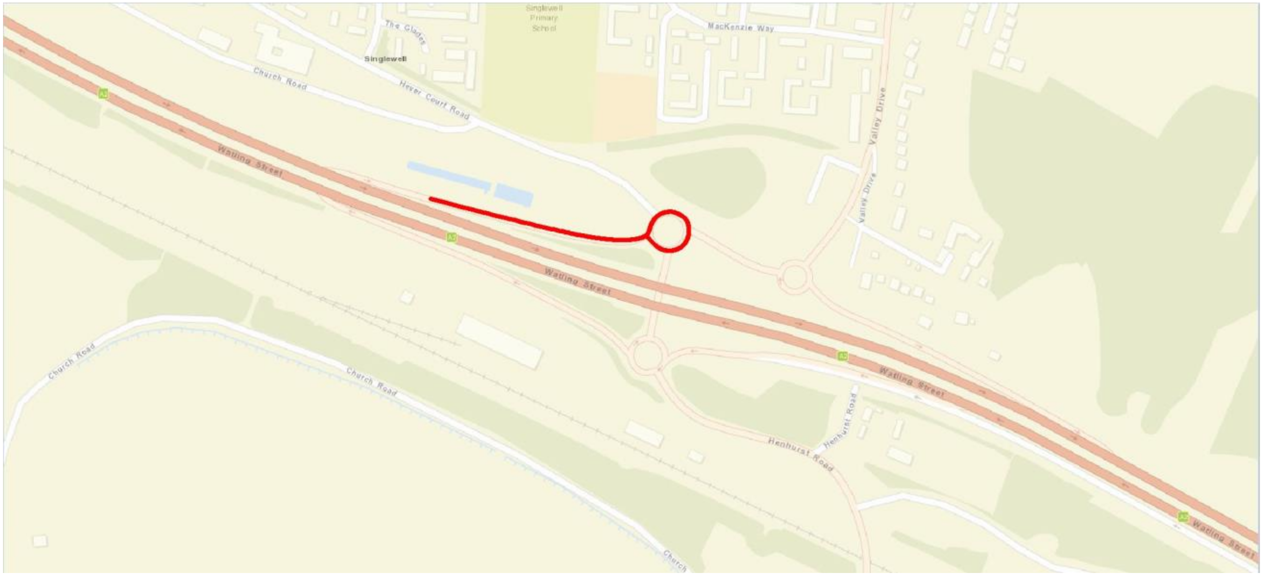
A2 Gravesend East junction – Lane Restriction (RSTM02)

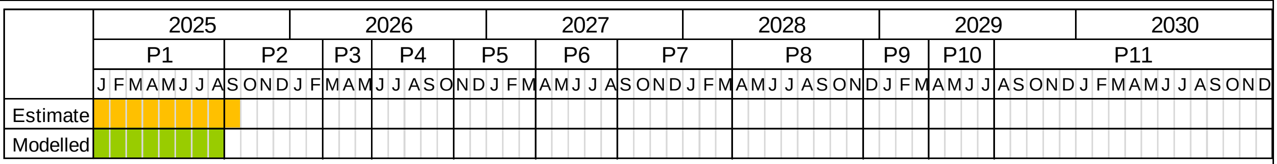
1.2.66 This traffic management measure would be required to carry out nearby construction works and to carry out modifications to local utility networks. The traffic management would involve lane restrictions on the northern part of the A2 Gravesend East junction to reduce the A2 eastbound off-slip from two lanes to one lane. The location of the traffic management measure is shown in Table 1.41.

1.2.67 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between January 2025 and September 2025, a total of nine months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and August 2025, a total of eight months.

Table 1.41 RSTM02 – Gravesend East junction Lane Restriction

Traffic measure:	Gravesend East junction (North) (ID: RSTM02)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.409032 E: 0.382895)
Type:	Lane restrictions
Description:	Carry out nearby works & modifications to local utility networks





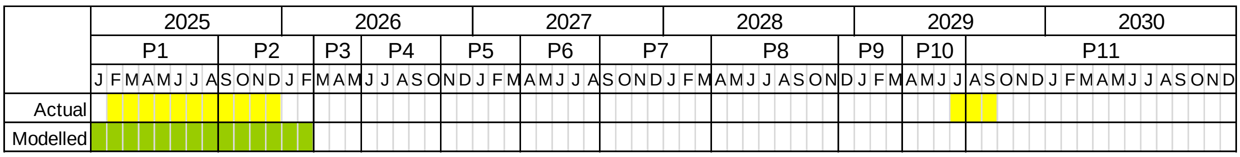
A2 Gravesend East junction – Lane Restriction (RSTM03)

1.2.68 This traffic management measure would be required to carry out nearby construction works. The traffic management would involve lane restrictions on the southern part of the A2 Gravesend East junction. The changes involve the A2 westbound on-slip hard shoulder closed, a narrow lane in place with a reduced speed to 50mph and a corresponding reduction in capacity of 20%. The location of the traffic management measure is shown in Table 1.42.

1.2.69 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between February 2025 and March 2026 and between July 2029 and September 2029, a total of 14 months. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and February 2026, a total of 14 months. The second three-month period that the measure is in place between July 2029 and September 2029 is not included in the model.

Table 1.42 RSTM03 – Gravesend East junction Lane Restriction

Traffic measure:	Gravesend East junction (South) (ID: RSTM03)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.408385 E: 0.382488)
Type:	Lane restrictions
Description:	Carry out nearby works



Valley Drive – Contraflow (RSTM09)

1.2.70 This traffic management measure would be required to carry out modifications to local utility networks. The traffic management would involve a contraflow system on Valley Drive. The length of road affected is 200m. The location of the traffic management measure is shown in Table 1.43.

1.2.71 The table also shows the schedule for this traffic management measure. The measure is six months in duration and is planned to occur at the start of the construction programme. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and August 2025, a total of eight months.

Table 1.43 RSTM09 – Valley Drive Contraflow

Traffic measure:	Valley Drive (ID: RSTM09)
Location:	Singlewell, Gravesham (N: 51.409518 E: 0.387536)
Type:	Contraflow
Description:	Modifications to local utility networks

<table>
<tr><td rowspan="3"></td><td colspan="12">2025</td><td colspan="12">2026</td><td colspan="12">2027</td><td colspan="12">2028</td><td colspan="12">2029</td><td colspan="12">2030</td></tr>
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<tr><td>Estimate</td><td colspan="72"></td></tr>
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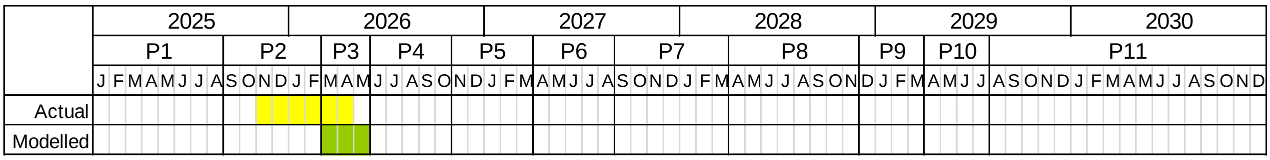
Brewers Road & Park Pale – Contraflow (RSTM28)

1.2.72 This traffic management measure would be required to carry out modifications to local utility networks. The traffic management would involve a contraflow system on Brewers Road and Park Pale. The length of road affected is approximately 200m. The location of the traffic management measure is shown in Table 1.44.

1.2.73 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between November 2025 and April 2026, a total of six months, 4 weeks of which would be on Brewers Road and the remainder on Park Pale. Park Pale is not in the traffic model, so the four-week period on Brewers Road is the only period that needs to be represented in the traffic model. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between March 2026 and May 2026, a total of three months.

Table 1.44 RSTM28 – Brewers Road & Park Pale Contraflow

Traffic measure:	Brewers Road & Park Pale (ID: RSTM28)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.402756 E: 0.420466)
Type:	Contraflow
Description:	Modifications to local utility networks



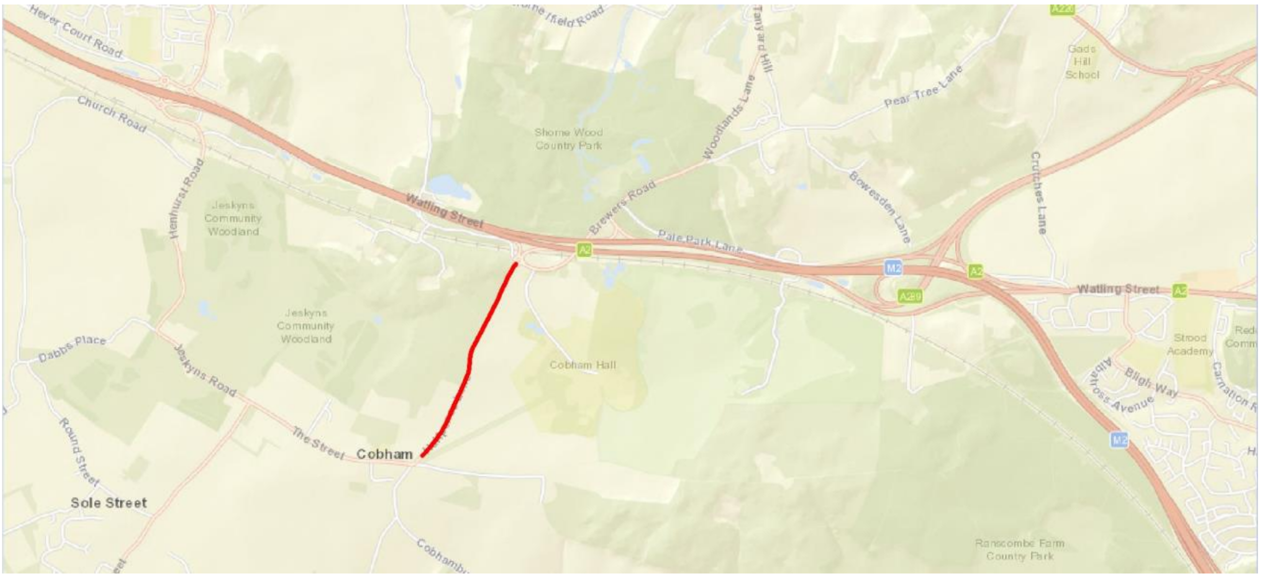
Halfpence Lane – Contraflow (RSTM24)

1.2.74 This traffic management measure would be required to carry out modifications to local utility networks. The traffic management would involve a contraflow system on Halfpence Lane. The length of road affected is 1,200m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.45.

1.2.75 The table also shows the schedule for this traffic management measure. The measure is 6 months in duration and is planned to occur at the start of the construction programme. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between January 2025 and August 2025, a total of eight months.

Table 1.45 RSTM24 – Halfpence Lane Contraflow

Traffic measure:	Halfpence Lane (ID: RSTM24)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.399213 E: 0.411602)
Type:	Contraflow (300m sections)
Description:	Modifications to local utility networks



	2025												2026												2027												2028												2029												2030											
	P1								P2						P3			P4					P5					P6					P7							P8								P9				P10				P11																
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Estimate																																																																							
Modelled																																																																							

A226 – Contraflow (TUTM02)

1.2.76 This traffic management measure would be required to carry out modifications to local utility networks. The traffic management would involve a contraflow system on the A226. The length of road affected is 1,600m but the contraflow section itself would be no more than 300m long at a time. The location of the traffic management measure is shown in Table 1.46 and the locations where the contraflow is represented in the model in Phase 2 and Phase 3 is also shown.

1.2.77 The table also shows the schedule for this traffic management measure. The measure is nine months in duration and is planned to occur early in the construction programme. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and May 2026, a total of nine months.

Table 1.46 TUTM02 – A226 Contraflow

Traffic measure:	A226 (ID: TUTM02)
Location:	Chalk, Westcourt, Gravesham (N: 51.426688 E: 0.416842)
Type:	Contraflow (300m sections)
Description:	Modifications to local utility networks

	2025	2026	2027	2028	2029	2030

	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11
	J F M A M J J A	S O N D J F	M A M	J J A S O	N D J F M	A M J J A	S O N D J F M	A M J J A S O N	D J F M	A M J J	A S O N D J F M A M J J A S O N D
Estimate											
Modelled											

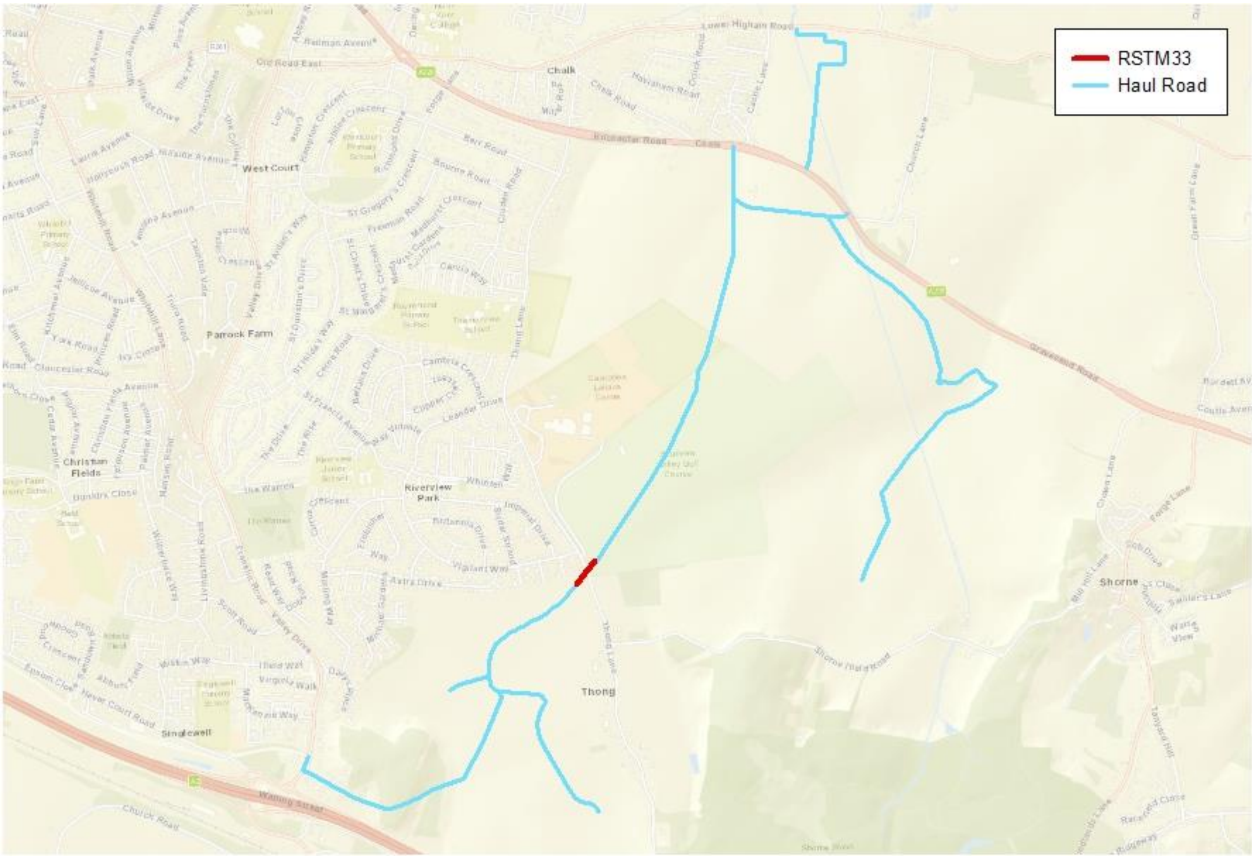
Thong Lane – Crossing Point (RSTM33)

1.2.78 This traffic management measure would be required to allow construction vehicles to cross Thong Lane south of Vigilant Way. The traffic management would involve a crossing point on Thong Lane. The location of the traffic management measure is shown in Table 1.47.

1.2.79 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place between September 2025 and December 2027, a total of 28 months. From October 2026 the crossing point is moved to coincide with the temporary realignment of the road (RSTM39). In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between September 2025 and August 2027, a total of 24 months.

Table 1.47 RSTM33 – Thong Lane Crossing Point

Traffic measure:	Thong Lane (ID: RSTM33)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.41537 E: 0.40247)
Type:	Crossing Point
Description:	Allow construction vehicles to cross

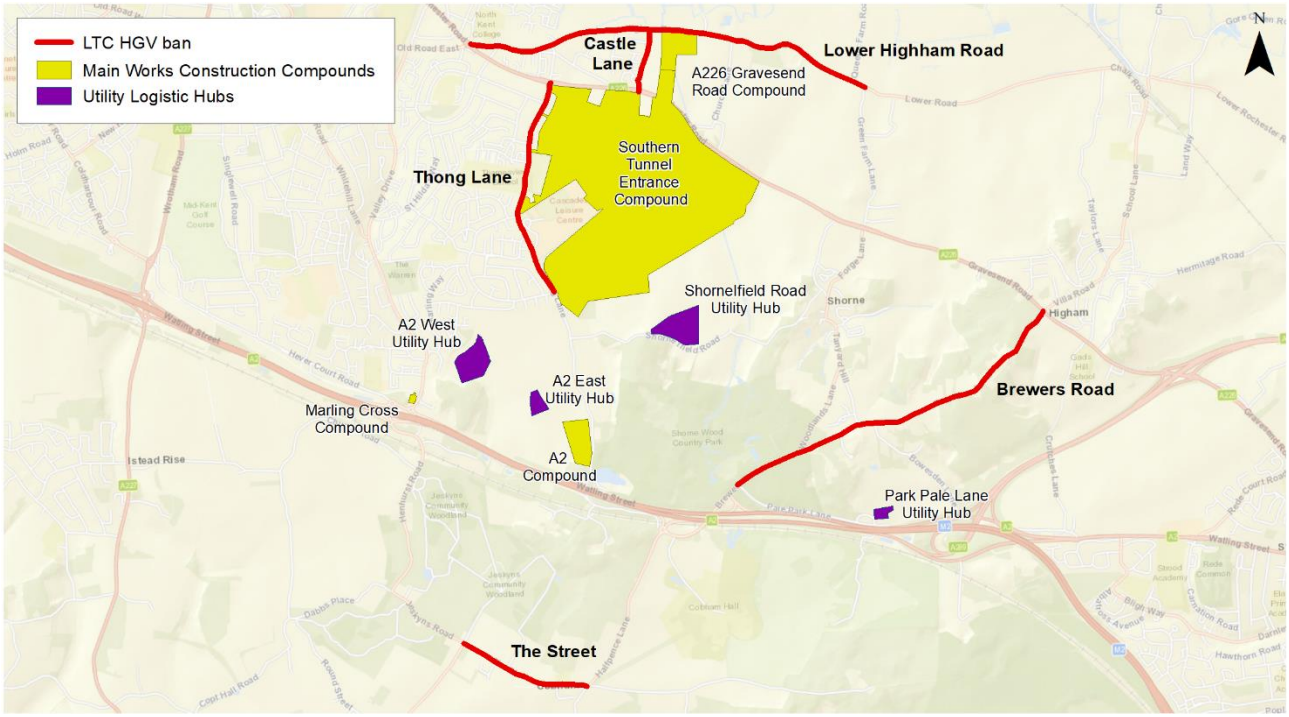


	2025	2026		2027		2028		2029		2030	
	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11
	J F M A M J J A	S O N D J F	M A M	J J A S O	N D J F M	A M J J A	S O N D J F M	A M J J A S O N	D J F M	A M J J	A S O N D J F M A M J J A S O N D
Actual											
Modelled											

HGV bans

1.2.80 An HGV ban for all Lower Thames Crossing HGVs would be in place on Brewers Road (north of Park Pale), The Ridgeway and Peartree Lane. There would also be a ban on project HGVs using The Street, Castle Lane and Lower Higham Road. Only the small number of HGVs needed for the utility works on Halfpence lane would be allowed to use Halfpence Lane. Plate 1.19 illustrates the location of these Project HGV bans.

Plate 1.19 Changes to HGV restrictions in Gravesham



1.3 Network changes

Switchovers to new permanent alignment

Muckingford Road – Switchover (RNTM81)

1.3.1 This switchover would involve the closure of an existing section of Muckingford Road and the opening of a new permanent alignment of the road as shown in Table 1.48.

1.3.2 The table also shows when the switchover is planned to occur in the programme. In reality the switchover is planned to be in place from August 2026. In order to fit in with the construction traffic model phases the modelling has assumed that this switchover would be in place from November 2026, a difference of two months.

Table 1.48 RNTM81 – Muckingford Road Switchover

Network change:	Muckingford Road (ID: RNTM81)
Location:	East Tilbury, Thurrock (N: 51.483185 E:0.402548)
Type:	Switchover
Description:	Switch to a new permanent alignment

	2025	2026	2027	2028	2029	2030

	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11
	J F M A M J J A	S O N D J F	M A M	J J A S O	N D J F M	A M J J A	S O N D J F M	A M J J A S O N	D J F M	A M J J	A S O N D J F M A M J J A S O N D
Actual											
Modelled											

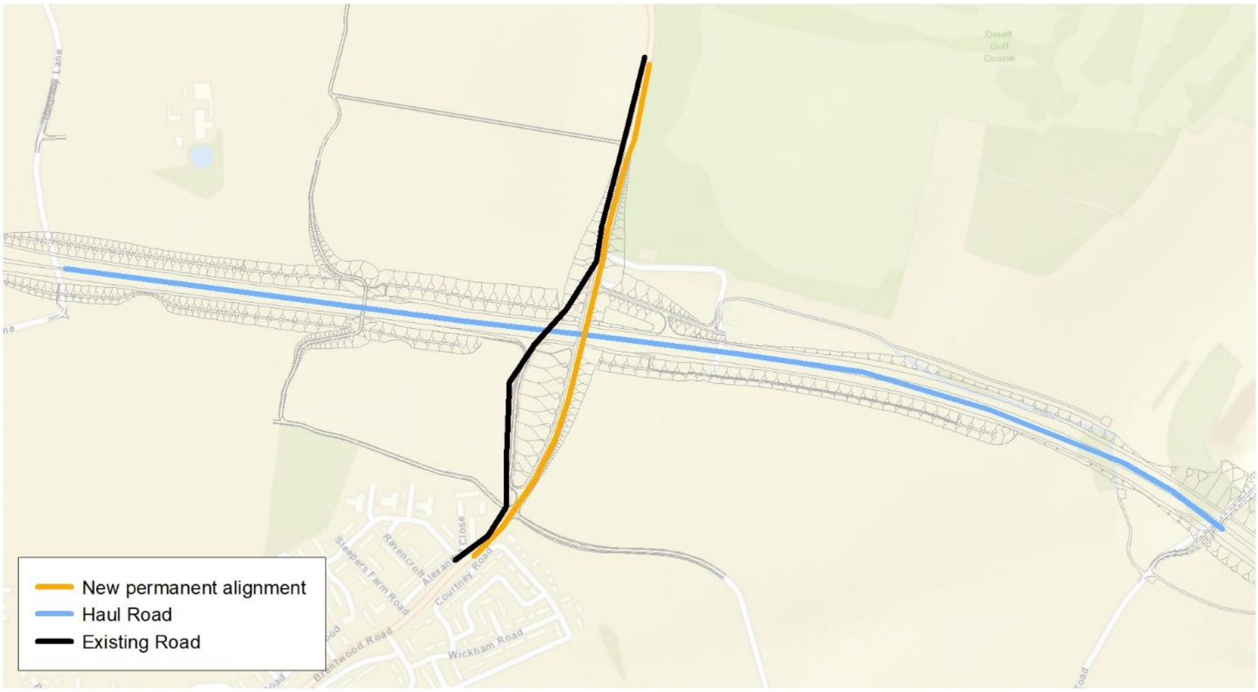
Brentwood Road – Switchover (RNTM83)

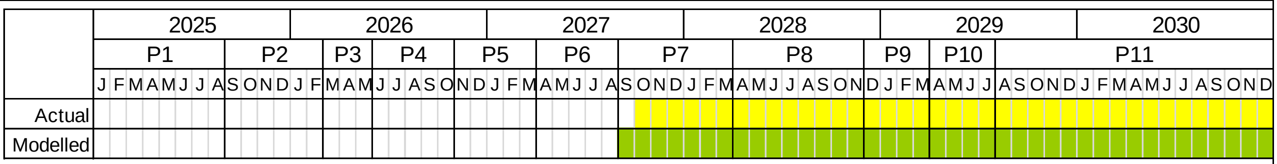
1.3.3 This switchover would involve the closure of an existing section of Brentwood and the opening of a new permanent alignment of the road as shown in Table 1.49.

1.3.4 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from October 2027. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from September 2027, a difference of one month.

Table 1.49 RNTM83 – Brentwood Road Switchover

Network change:	Brentwood Rd (ID: RNTM83)
Location:	Chadwell St Mary, Orsett, Thurrock (N: 51.494363 E: 0.379153)
Type:	Switchover
Description:	Switch to permanent alignment





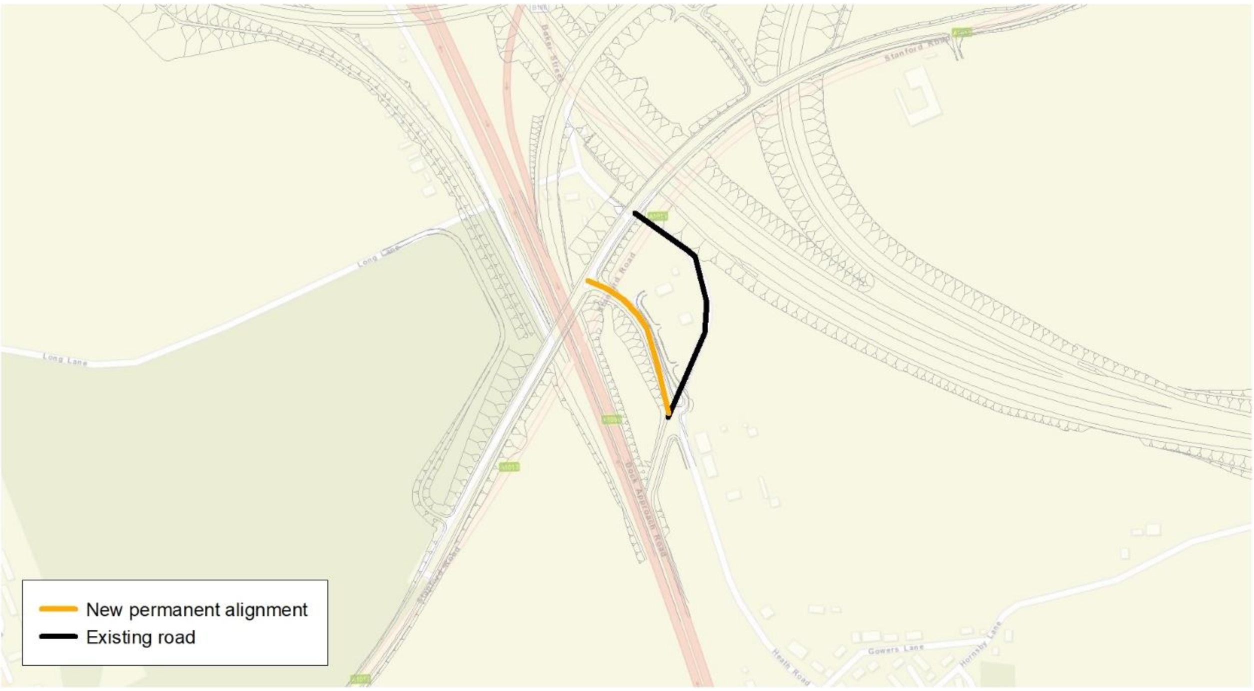
A1013 – Switchover (RNTM84)

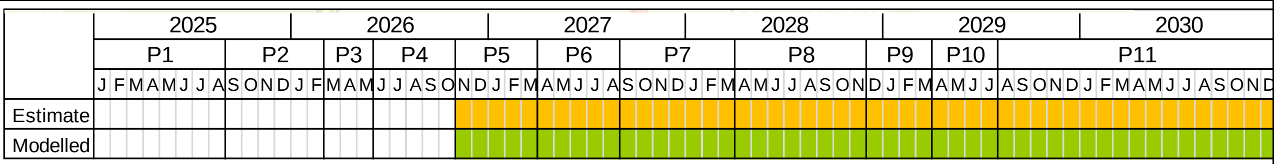
1.3.5 This switchover would involve the closure of an existing section of the A1013 and the opening of a new permanent alignment of the road as shown in Table 1.50.

1.3.6 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from November 2026. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from November 2026, matching reality.

Table 1.50 RNTM84 – A1013 Switchover

Network change:	A1013 (ID: RNTM84)
Location:	Chadwell St Mary, Thurrock (N: 51.497076 E:0.357849)
Type:	Switchover
Description:	Switch to a new permanent alignment





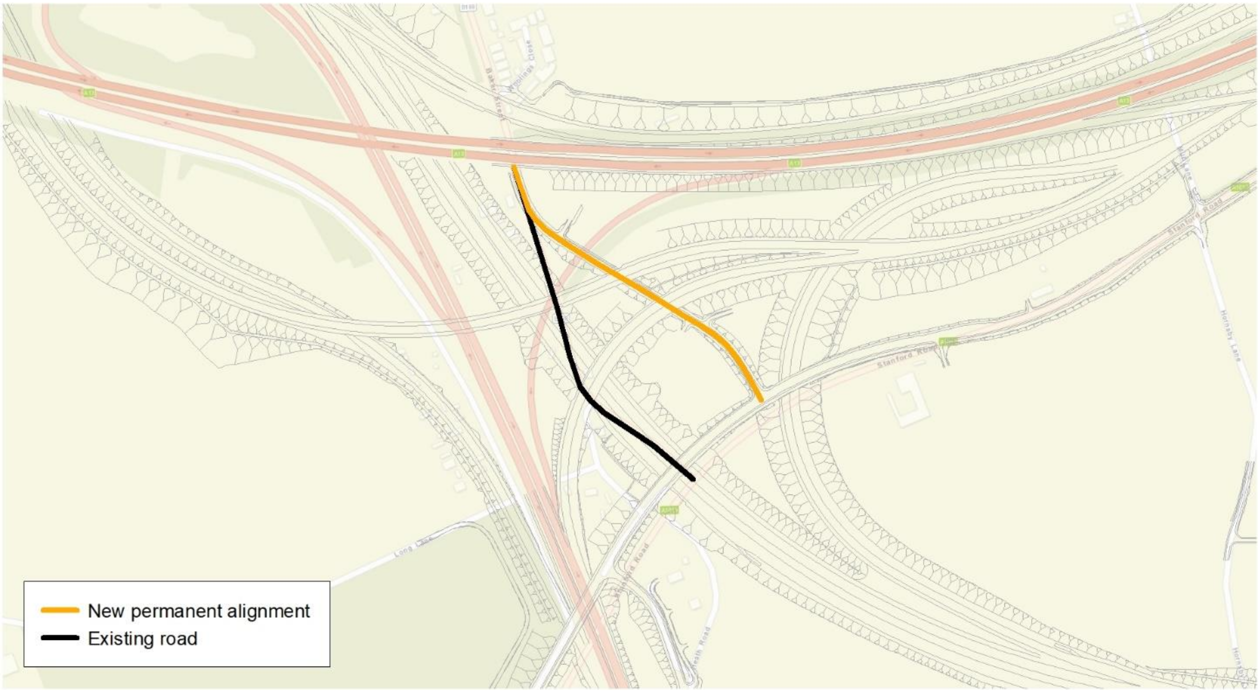
Baker Street – Switchover (RNTM85)

1.3.7 This switchover would involve the closure of an existing section of Baker Street and the opening of a new permanent alignment of the road as shown in Table 1.51.

1.3.8 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from April 2029. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from April 2029, matching reality.

Table 1.51 RNTM85 – Baker Street Switchover

Network change:	Baker Street (ID: RNTM85)
Location:	Orsett, Thurrock (N: 51.501219 E:0.357167)
Type:	Switchover
Description:	Switch to a new permanent alignment



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<tr><td colspan="8">P1</td><td colspan="6">P2</td><td colspan="3">P3</td><td colspan="5">P4</td><td colspan="5">P5</td><td colspan="5">P6</td><td colspan="7">P7</td><td colspan="8">P8</td><td colspan="4">P9</td><td colspan="4">P10</td><td colspan="17">P11</td></tr>
<tr><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td></tr>
<tr><td>Actual</td><td colspan="72"></td></tr>
<tr><td>Modelled</td><td colspan="72"></td></tr>
</table>

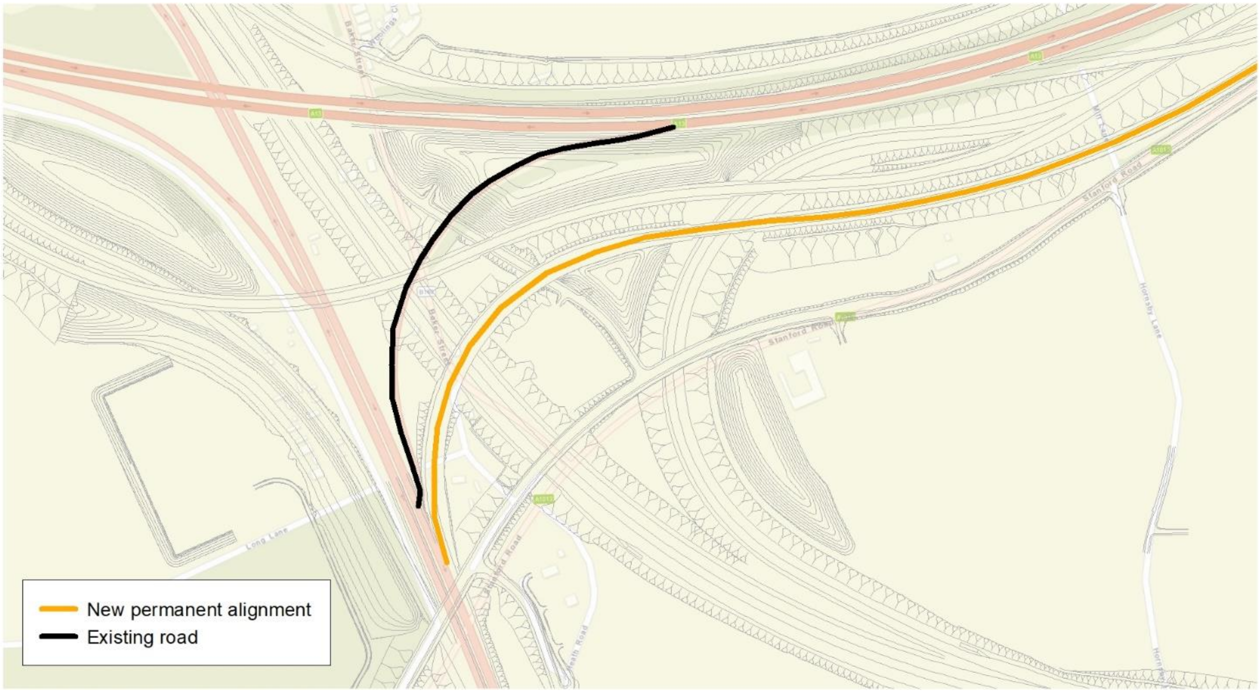
A13 WB to A1089 SB – Switchover (RNTM86)

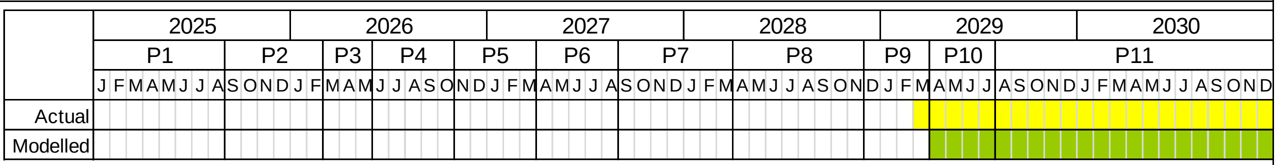
1.3.9 This switchover would involve the closure of the existing section of carriageway between A13 westbound to the A1089 southbound and the opening of a new permanent alignment of the link as shown in Table 1.52.

1.3.10 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from March 2029. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from April 2029, a difference of one month.

Table 1.52 RNTM86 – A13 WB to A1089 SB Switchover

Traffic measure:	A13WB to A1089SB (ID: RNTM86)
Location:	Orsett, Thurrock (N: 51.501655 E:0.356504)
Type:	Switchover
Description:	Switch to a new permanent alignment





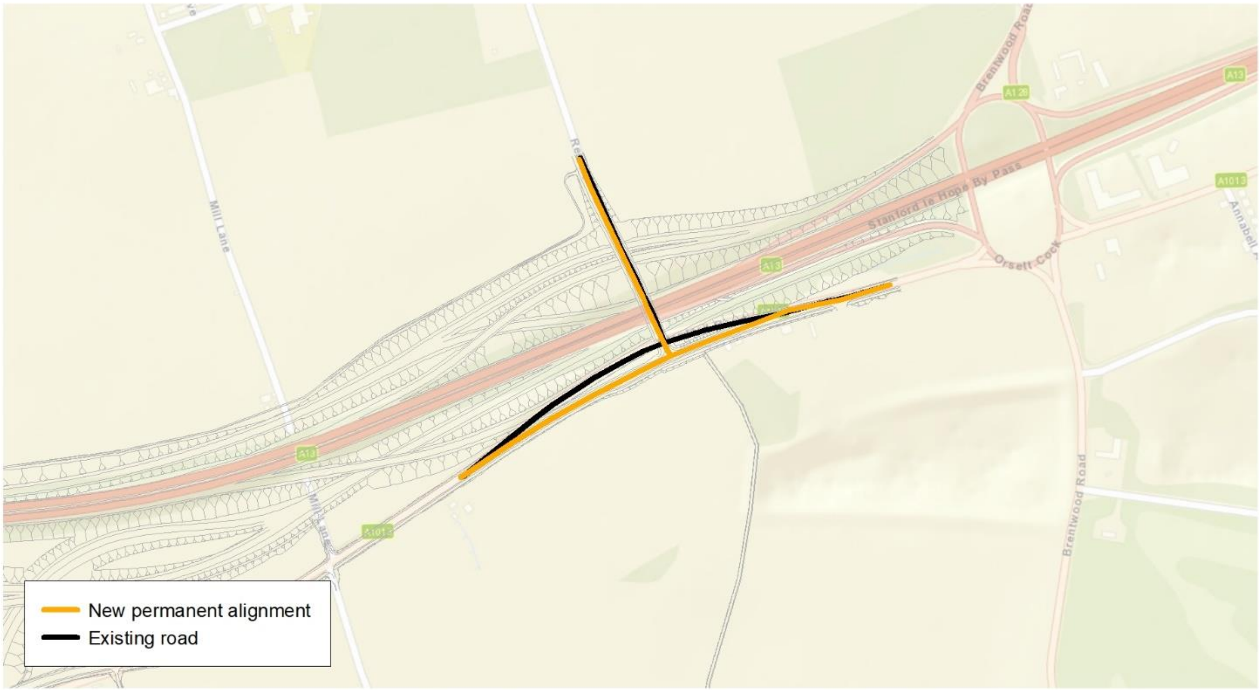
Rectory Road – Switchover (RNTM87)

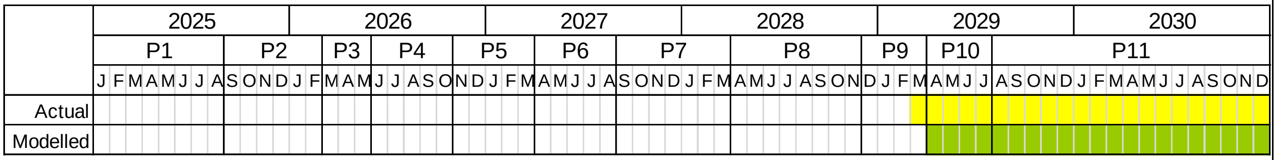
1.3.11 This switchover would involve the closure of an existing section of Rectory Road and the A1013 (and the Rectory Road / A1013 junction) and the opening of new permanent alignment of the roads and junction as shown in Table 1.53.

1.3.12 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from March 2029. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from April 2029, a difference of one month.

Table 1.53 RNTM87 – Rectory Road Switchover

Network change:	Rectory Rd (ID: RNTM87)
Location:	Orsett, Thurrock (N: 51.504297 E:0.373727)
Type:	Switchover
Description:	Switch to permanent alignment





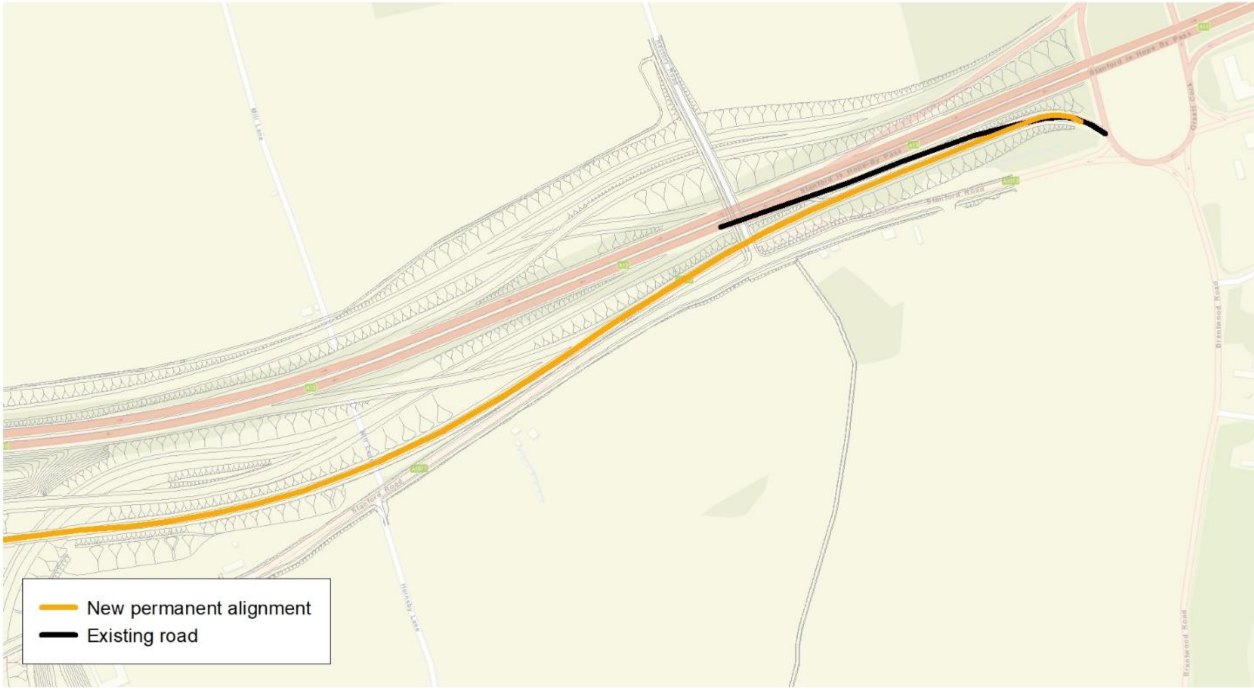
A13 WB On-Slip – Switchover (RNTM88)

1.3.13 This switchover would involve the closure of the existing A13 westbound on-slip and the opening of a new permanent alignment of the road as shown in Table 1.54.

1.3.14 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from March 2029. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from April 2029, a difference of one month.

Table 1.54 RNTM88 – A13 WB On-Slip Switchover

Network change:	A13WB On-Slip (ID: RNTM88)
Location:	Orsett, Thurrock (N: 51.505122 E:0.375729)
Type:	Switchover
Description:	Switch to permanent alignment



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<tr><td colspan="8">P1</td><td colspan="6">P2</td><td colspan="3">P3</td><td colspan="5">P4</td><td colspan="5">P5</td><td colspan="5">P6</td><td colspan="7">P7</td><td colspan="8">P8</td><td colspan="4">P9</td><td colspan="4">P10</td><td colspan="17">P11</td></tr>
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<tr><td>Actual</td><td colspan="50"></td><td colspan="22"></td></tr>
<tr><td>Modelled</td><td colspan="51"></td><td colspan="21"></td></tr>
</table>

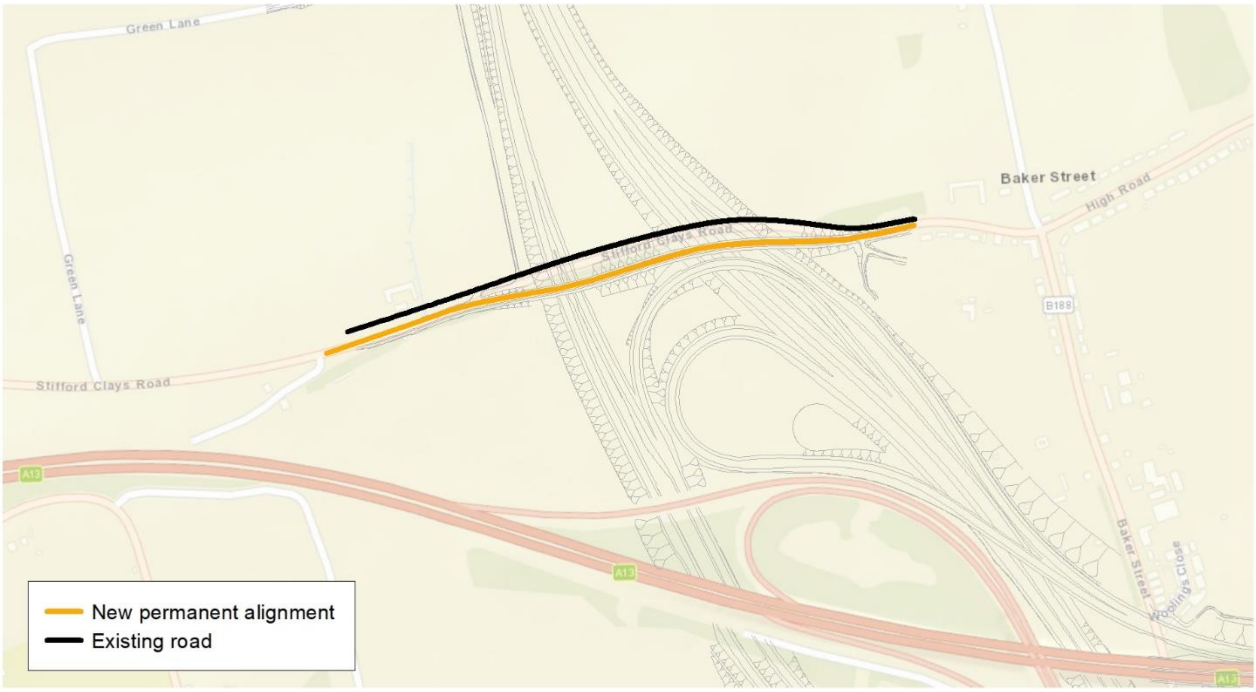
Stifford Clays Road – Switchover (RNTM89)

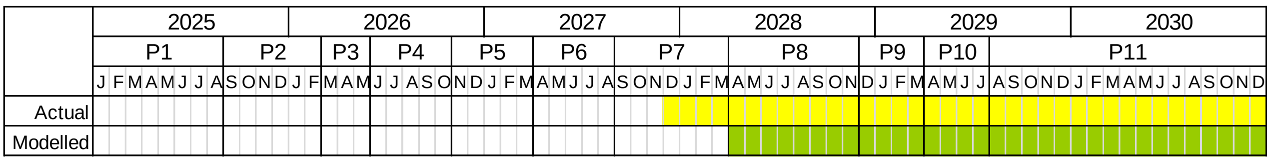
1.3.15 This switchover would involve the closure of an existing section of Stifford Clays Road and the opening of a new permanent alignment of the road as shown in Table 1.55.

1.3.16 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from December 2027. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from April 2028, a difference of four months.

Table 1.55 RNTM89 – Stifford Clays Road Switchover

Network change:	Stifford Clays Road (ID: RNTM89)
Location:	Orsett, Thurrock (N: 51.5079082 E: 0.3452442)
Type:	Switchover
Description:	Switch to permanent alignment





Green Lane – Switchover (RNTM90)

1.3.17 This switchover would involve the closure of an existing section of Green Lane and the opening of a new permanent alignment of the road as shown in Table 1.56.

1.3.18 The table also shows the schedule for this traffic management measure. The switchover is planned from September 2028. The modelling has assumed that this measure would be in place from December 2028, a difference of three months.

Table 1.56 RNTM90 – Green Lane Switchover

Network change:	Green Lane (ID: RNTM90)
Location:	Orsett, Thurrock (N: 51.511992 E:0.341836)
Type:	Switchover
Description:	Switch to permanent alignment

	2025	2026	2027	2028	2029	2030
	P1, P2	P2, P3, P4	P4, P5, P6, P7	P7, P8	P9, P10, P11	P11
	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D
Actual						
Modelled						

B186 North Road – Switchover (RNTM91)

1.3.19 This switchover would involve the closure of an existing section of B186 North Road and the opening of a new permanent alignment of the road as shown in Table 1.57.

1.3.20 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from June 2028. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from April 2028, a difference of two months.

Table 1.57 RNTM91 – B186 North Road Switchover

Network change:	B186 North Road (ID: RNTM91)
Location:	Ockendon, Thurrock (N: 51.529893 E:0.299777)
Type:	Switchover
Description:	Switch to a new permanent alignment

2025												
	P1								P2			
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

2026												
			P3			P4					P5	
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

2027												
				P6					P7			
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

2028												
				P8								P9
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

2029												
				P10				P11				
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

2030												
	J	F	M	A	M	J	J	A	S	O	N	D
Actual												
Modelled												

Ockendon Road – Switchover (RNTM92)

1.3.21 This switchover would involve the closure of an existing section of Ockendon Road west of the M25 and the opening of a new permanent alignment of the road as shown in Table 1.58.

1.3.22 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from March 2028. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from April 2028, a difference of one month.

Table 1.58 RNTM92 – Ockendon Road Switchover

Network change:	Ockendon Rd (ID: RNTM92)
Location:	Upminster, Havering (N: 51.542426 E:0.28057774), Length of TM: m
Type:	Switchover
Description:	Switch to permanent alignment

<table>
<tr><td rowspan="3"></td><td colspan="12">2025</td><td colspan="12">2026</td><td colspan="12">2027</td><td colspan="12">2028</td><td colspan="12">2029</td><td colspan="12">2030</td></tr>
<tr><td colspan="8">P1</td><td colspan="6">P2</td><td colspan="3">P3</td><td colspan="5">P4</td><td colspan="5">P5</td><td colspan="5">P6</td><td colspan="7">P7</td><td colspan="8">P8</td><td colspan="4">P9</td><td colspan="4">P10</td><td colspan="17">P11</td></tr>
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<tr><td>Actual</td><td colspan="72"></td></tr>
<tr><td>Modelled</td><td colspan="72"></td></tr>
</table>

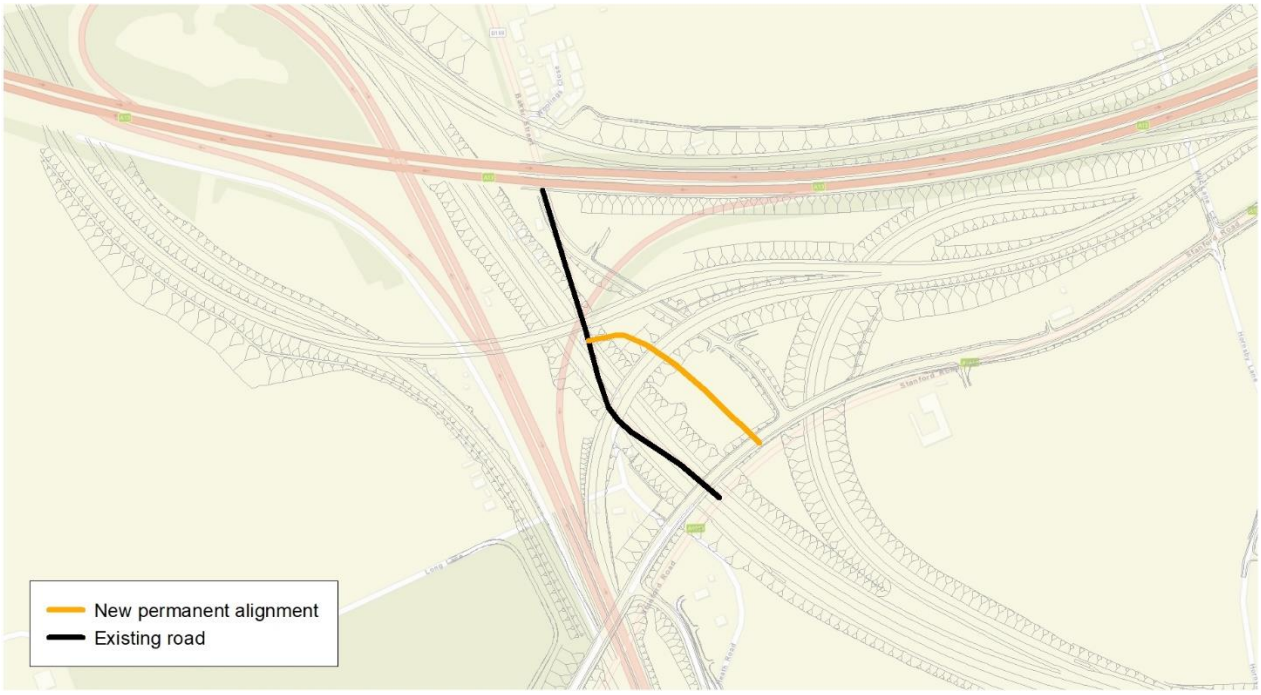
Baker Street – Switchover (RNTM97)

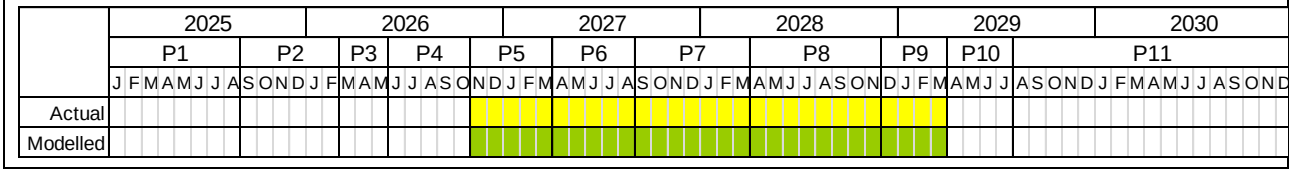
1.3.23 This switchover would involve the closure of an existing section of Baker Street and the opening of a temporary alignment of the road as shown in Table 1.59.

1.3.24 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from November 2026 until March 2029 after which the road changes to a new permanent alignment (RNTM85). In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from November 2026 until March 2029, consistent with reality.

Table 1.59 RNTM97 – Baker Street Switchover

Network change:	Baker Street (ID: RNTM97)
Location:	Orsett, Thurrock (N: E:)
Type:	Switchover
Description:	Switch to temp alignment





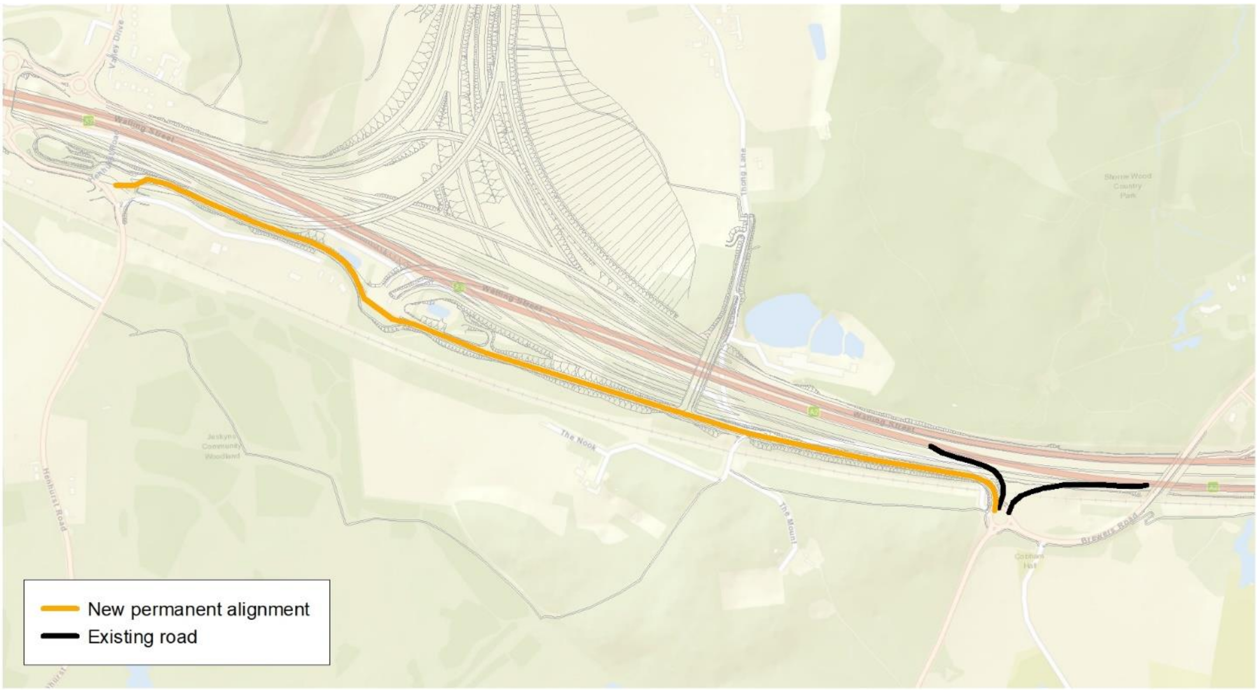
A2WB On-Slip and Off-slip – Switchover (RSTM22 and RSTM23)

1.3.25 This switchover would involve the closure of the existing A2 westbound on-slip and off-slip roads (where they are currently located) and the opening of a new permanent roadway between Thong Lane and Henhurst Road. The switchover event is likely to require a few night-time or weekend closures. The location of the traffic management measure is shown in Table 1.60.

1.3.26 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from September 2026. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from November 2026 a difference of two months.

Table 1.60 RSTM22 – A2WB On-Slip Closure/Switchover

Network Change:	A2WB On-Slip and Off-slip (ID: RSTM22 and RSTM23)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.400897 E:0.412586)
Type:	Closure/Switchover
Description:	Permanent closure to new alignment & modifications to local utility networks



Years	2025, 2026, 2027, 2028, 2029, 2030
Periods	P1, P2, P3, P4, P5, P6, P7, P8, P9, P10, P11
Months	J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D
Actual	
Modelled	

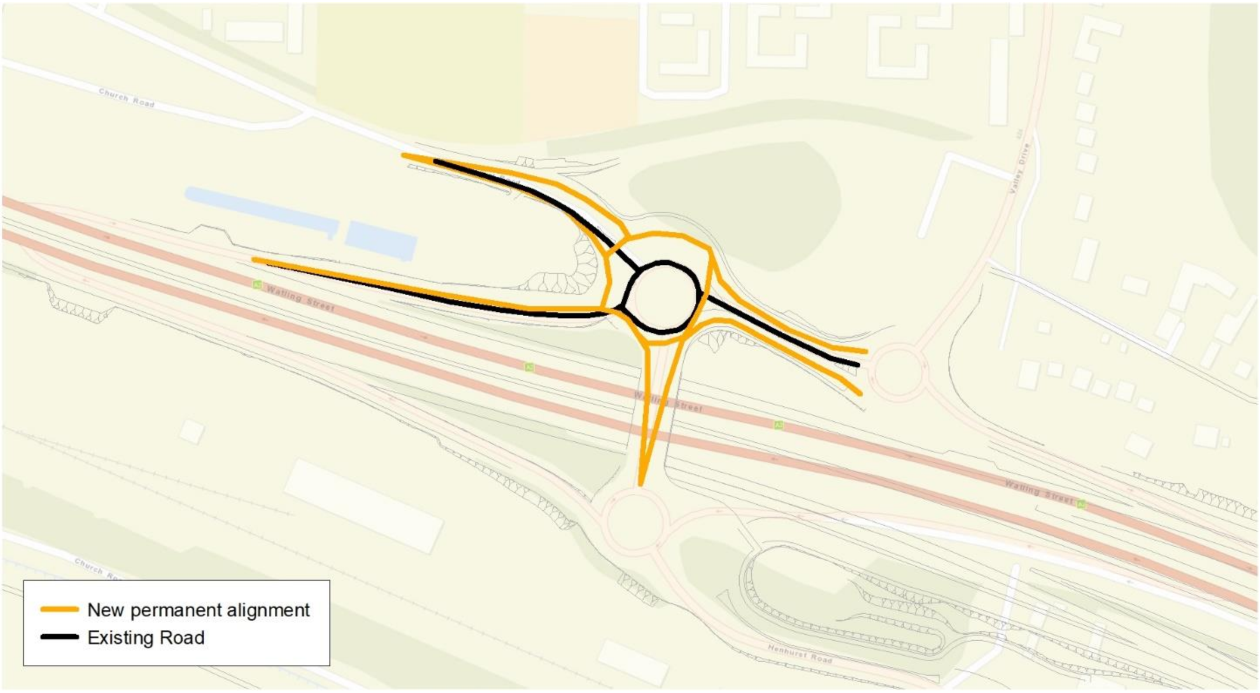
A2 Gravesend East junction – Switchover (RSTM34)

1.3.27 This switchover would involve the closure of the existing road alignments that make up the Gravesend East junction and the opening of a new permanent alignment as shown in Table 1.61.

1.3.28 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from August 2025. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from September 2025, a difference of one month.

Table 1.61 RSTM34 – Gravesend East junction Switchover

Network change:	Gravesend East junction (Northern Section) (ID: RSTM34)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.409039 E:0.384611)
Type:	Switchover
Description:	Switch to a new permanent alignment



	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11
Year	2025	2025–2026	2026	2026	2026–2027	2027	2027–2028	2028	2028–2029	2029	2029–2030
Months	J F M A M J J A	S O N D J F	M A M	J J A S O	N D J F M	A M J J A	S O N D J F M	A M J J A S O N	D J F M	A M J J	A S O N D J F M A M J J A S O N D
Actual											
Modelled											

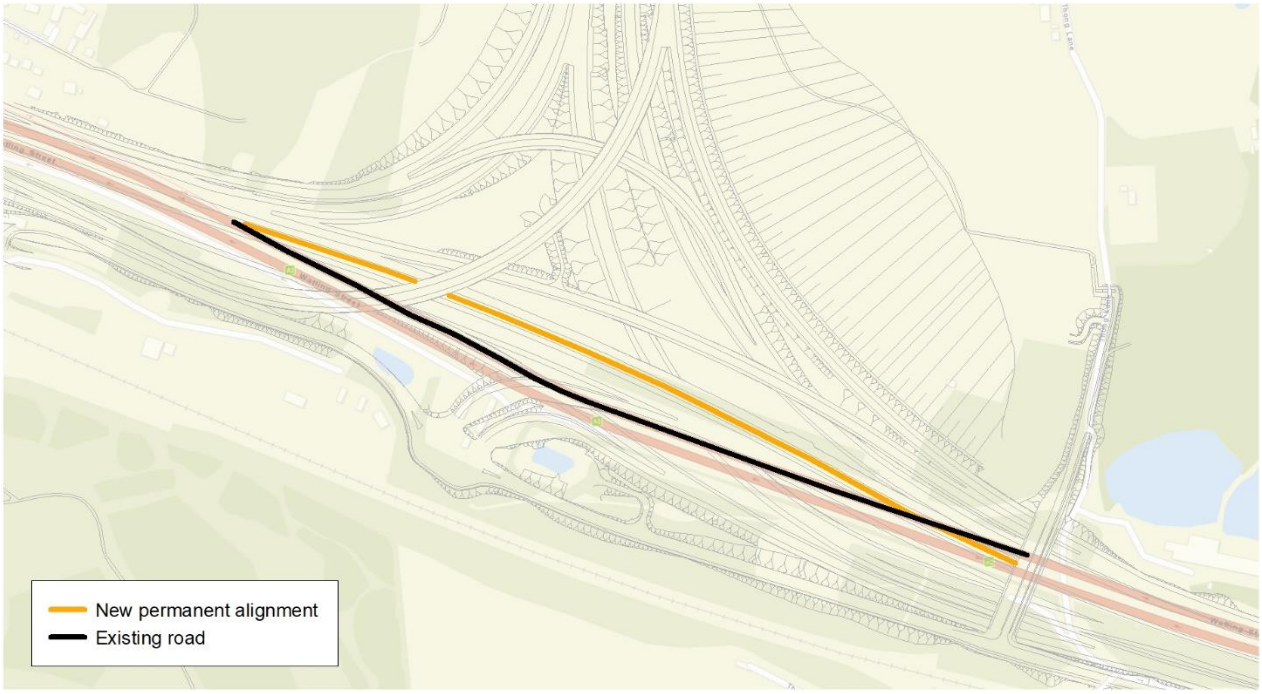
A2 EB – Switchover (RSTM35)

1.3.29 This switchover would involve the closure of an existing section of the A2 eastbound and the opening of a new permanent alignment of the road as shown in Table 1.62.

1.3.30 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from June 2027. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from April 2027, a difference of two months.

Table 1.62 RSTM35 – A2 EB Switchover

Network change:	A2EB (ID: RSTM35)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.404651 E:0.39777593)
Type:	Switchover
Description:	Switch to permanent alignment (maintaining No. of lanes)



	2025	2026	2027	2028	2029	2030
	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M A M J J A S O N D

	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11
Actual											
Modelled											

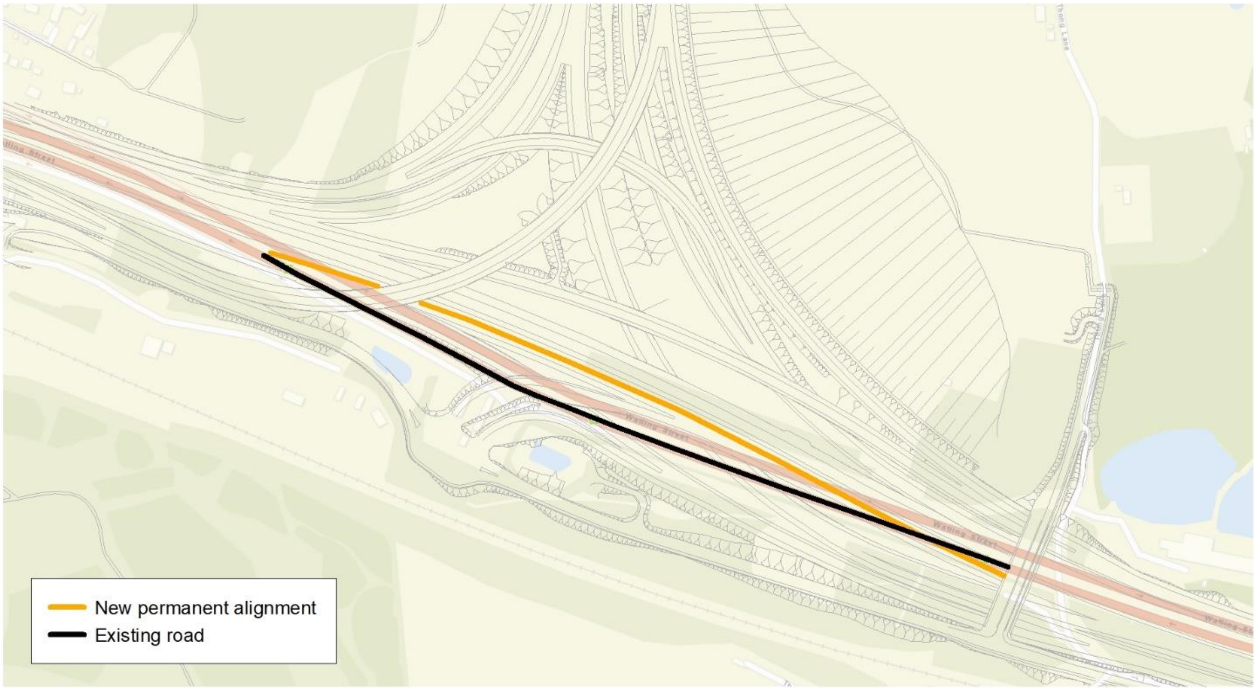
A2 WB – Switchover (RSTM36)

1.3.31 This switchover would involve the closure of an existing section of the A2 westbound and the opening of a new permanent alignment of the road as shown in Table 1.63.

1.3.32 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from May 2028. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from April 2028, a difference of one month.

Table 1.63 RSTM36 – A2 WB Switchover

Network change:	A2WB (ID: RSTM36)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.404598 E:0.39771565)
Type:	Switchover
Description:	Switch to permanent alignment (maintaining No. of lanes)



<table>
<tr><td rowspan="3"></td><td colspan="12">2025</td><td colspan="12">2026</td><td colspan="12">2027</td><td colspan="12">2028</td><td colspan="12">2029</td><td colspan="12">2030</td></tr>
<tr><td colspan="8">P1</td><td colspan="6">P2</td><td colspan="3">P3</td><td colspan="5">P4</td><td colspan="5">P5</td><td colspan="5">P6</td><td colspan="7">P7</td><td colspan="8">P8</td><td colspan="4">P9</td><td colspan="4">P10</td><td colspan="17">P11</td></tr>
<tr><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td><td>J</td><td>F</td><td>M</td><td>A</td><td>M</td><td>J</td><td>J</td><td>A</td><td>S</td><td>O</td><td>N</td><td>D</td></tr>
<tr><td>Actual</td><td colspan="72"></td></tr>
<tr><td>Modelled</td><td colspan="72"></td></tr>
</table>

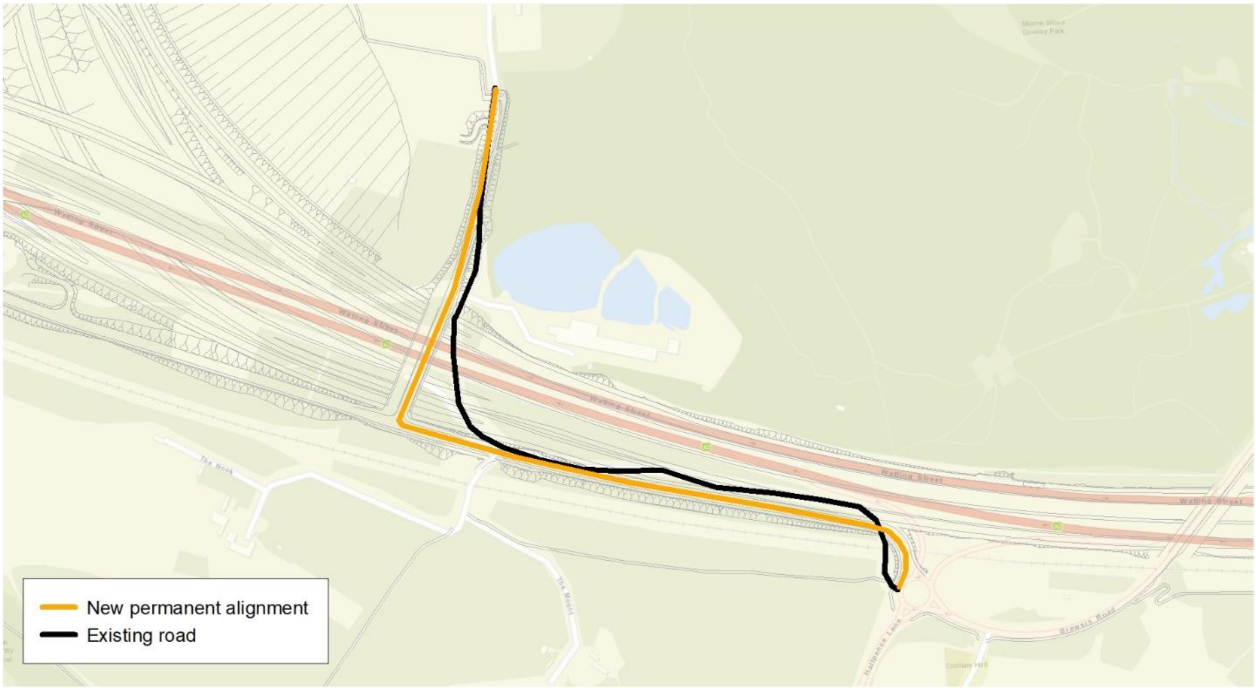
Thong Lane – Switchover (RSTM37)

1.3.33 This switchover would involve the closure of an existing section of Thong Lane over the A2 and the opening of a new permanent alignment of the road as shown in Table 1.64.

1.3.34 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from February 2029. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from December 2028, a difference of two months.

Table 1.64 RSTM37 – Thong Lane Switchover

Network change:	Thong Lane (Over A2) (ID: RSTM37)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.402387 E:0.404801)
Type:	Switchover
Description:	Switch to permanent alignment



	2025												2026												2027												2028												2029												2030											
	P1								P2						P3			P4					P5					P6					P7							P8								P9				P10				P11																
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Actual																																																																							
Modelled																																																																							

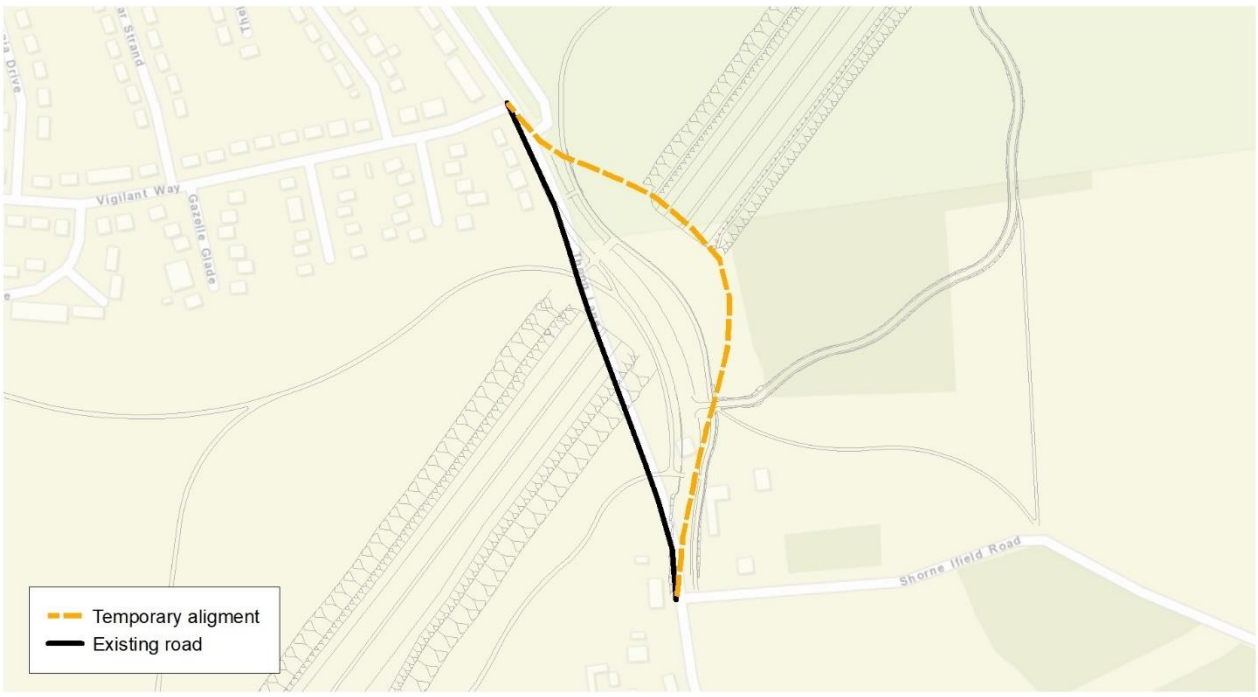
Thong Lane – Switchover (RSTM39)

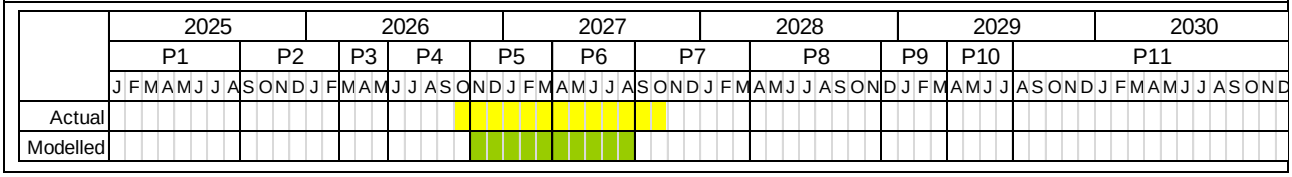
1.3.35 This switchover would involve the closure of an existing section of Thong Lane and the opening of a new temporary alignment of the road as shown in Table 1.65.

1.3.36 The table also shows the schedule for this traffic management measure. In reality the temporary alignment is planned to be in place between October 2026 and October 2027, a total of 13 months, after which the road switches to the new permanent alignment (RSTM40). In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place between November 2022 and August 2027, a total of 10 months.

Table 1.65 RSTM39 – Thong Lane Switchover

Network change:	Thong Lane (Over the Project) (ID: RSTM39)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.414925 E:0.404115)
Type:	Switchover
Description:	Switch to permanent temporary alignment





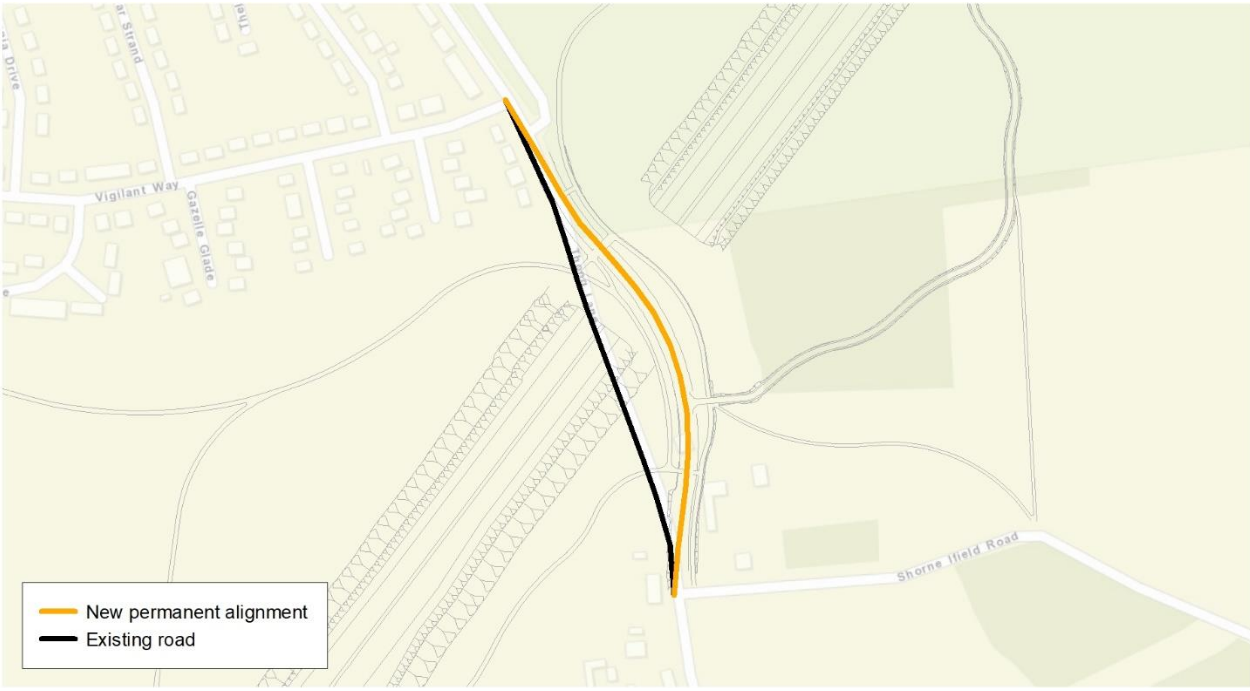
Thong Lane – Switchover (RSTM40)

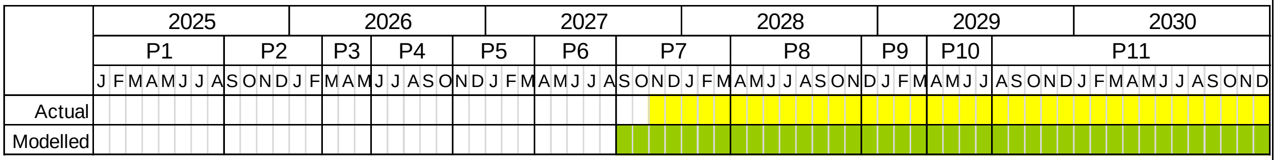
1.3.37 This switchover would involve the closure of an existing section of Thong Lane and the opening of a new permanent alignment of the road as shown in Table 1.66.

1.3.38 The table also shows the schedule for this traffic management measure. In reality the measure is planned to be in place from November 2027. In order to fit in with the construction traffic model phases the modelling has assumed that this measure would be in place from September 2027, a difference of two months.

Table 1.66 RSTM40 – Thong Lane Switchover

Network change:	Thong Lane (Over the Project) (ID: RSTM40)
Location:	Shorne, Cobham and Luddesdown, Gravesham (N: 51.414604 E:0.40346)
Type:	Switchover
Description:	Switch to a new permanent alignment





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