

Lower Thames Crossing

9.170 ISH10 Action – Restrictions on Existing Walking, Cycling and Horse Riding Routes Plans

Infrastructure Planning (Examination
Procedure) Rules 2010

Volume 9

DATE: November 2023
DEADLINE: 7

Planning Inspectorate Scheme Ref: TR010032
Examination Document Ref: TR010032/EXAM/9.170

VERSION: 1.0

Lower Thames Crossing

9.170 ISH10 Action – Restrictions on Existing Walking,
Cycling and Horse Riding Routes Plans

List of contents

	Page number
1 Introduction	1
1.1 Purpose	1
1.2 Overview	1
2 Affected WCH routes.....	4
3 Schedule of plans in this document	11

List of tables

	Page number
Table 2.1 Affected WCH routes to the south of the River Thames	4
Table 2.2 Affected WCH routes to the north of the River Thames	7

1 Introduction

1.1 Purpose

- 1.1.1 This document has been prepared in response to Action point 12 ‘PROW closures and diversions: Route plan’ from Issue Specific Hearing 10 [\[EV-082\]](#), as offered by the Applicant in its Post-event submissions, including written submissions of oral comments, for ISH10 [\[REP6-091\]](#).
- 1.1.2 Action 12 states ‘Provide a snapshot plan showing PROWs to be closed, both temporarily and permanently, the temporary and permanent diversion routes and length of closure if temporary. The recording of multiple or staged short temporary diversions (and associated complexity) is not sought. The priority should be the recording of permanent closures and diversions’.
- 1.1.3 The report presents information on existing walking, cycling and horse riding (WCH) routes affected either temporarily or permanently during construction. This document includes information from a number of Development Consent Order (DCO) Application documents including: Environmental Statement (ES) Chapter 13: Population and Human Health [\[APP-151\]](#), Rights of Way and Access Plans [\[REP4-046 to REP4-050\]](#), Streets Subject to Temporary Restrictions of Use Plans [\[REP4-052 to REP4-056\]](#), and Part 3 of the draft DCO [\[REP6-010\]](#). The information is intended to aid understanding of anticipated effects on WCH routes during construction.
- 1.1.4 The Examining Authority (ExA) refers to WCH routes as Public Rights of Way (PRoWs) and Non-Motorised User (NМУ) routes, but in accordance with the Design Manual for Roads and Bridges (DMRB) they are referred to as WCH throughout the Application Documents and within this document.
- 1.1.5 It should also be noted that there is no additional information provided in this document that was not available in documents submitted as part of the DCO Application.

1.2 Overview

- 1.2.1 This document includes three plans that show, for the entire Project, the existing WCH routes (including footpaths, cycle routes and bridleways); temporary and permanent restrictions of use associated with routes; proposed WCH routes (which in some cases would be utilised as a diversion route for a restricted route); and ID numbers which correspond the rows in Table 2.1 and Table 2.2 below. There are a number of WCH routes for which there may be a change to designation; these have not been included in the tables as they are not likely to result in long-term closures.
- 1.2.2 These plans are designed to be viewed on a screen and are shown at a non-standard scale (approximately 1:4000), which does not match that prescribed in Regulation 5(3) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. This scale was chosen as it is better suited to the type of information displayed and allows Interested Parties to see the extents of the Project more easily on one sheet, rather than across multiple sheets.

- 1.2.3 Table 2.1 and Table 2.2 are a simplified version of information presented elsewhere in the DCO Application (for example Tables 13.64 and 13.66 of ES Chapter 13: Population and Human Health [APP-151]), with information designed to aid understanding of how individual routes are affected. Note that, for the sake of simplicity, information relating to the assessment itself (for example length of diversion, sensitivity of routes, magnitude of impact and significance of effect) has not been included within this document but can be found in Tables 13.64 and 13.66 of ES Chapter 13: Population and Human Health [APP-151] (for construction phase impacts).
- 1.2.4 The plans show all of the anticipated affected routes. In reality, it is extremely unlikely that all routes would be affected at the same point in time; instead, different routes would be impacted during different stages of construction. The plans therefore give an overview of affected routes across the whole construction phase.
- 1.2.5 There is currently no certainty as to precisely when in the construction programme an individual route may be affected, and this information will not be available until the detailed design stage. However, where possible, Table 2.1 and Table 2.2 provide the estimated duration for which an individual route would be affected, where a diversion may be possible or where alternative routes may be available.
- 1.2.6 Exact diversion routes for the majority of affected routes have not yet been identified for several reasons, including for example the need to consider the works going on in the area at the time and the availability of alternative routes prior to identifying an appropriate diversion route. In a number of instances, Table 2.1 and Table 2.2 specify an envisaged diversion route likely to be used during the restriction.
- 1.2.7 The management of WCH routes, with respect to their short-term closure and/or diversion, would be undertaken following engagement with the relevant local authority. Depending on footfall/likely usage, and length and suitability of an alternative route, it would be determined whether a temporary diversion is required and what route it would follow. For temporary closures, restrictions, and alterations of streets, there must be reasonable access for pedestrians going to or from premises abutting a street, or private means of access if there would otherwise be no such access.
- 1.2.8 The Register of Environmental Actions and Commitments (REAC), within ES Appendix 2.2: Code of Construction Practice [REP6-038], contains commitment PH001 which is of relevance to affected PRow and which states the following:
- 'Construction works would be planned to reduce the durations that footpaths, cycleways and bridleways would need to be closed. For such PRow, identified in ES Tables 13.66 and 13.69 the following mitigation measures would be adopted:*
- a. Early engagement with members of the public and relevant stakeholders (for example, local walking groups), to ensure they are fully apprised of any closures and diversions as far in advance as reasonably practicable.*

- b. Clear and concise signposting would be used to clearly outline any temporary diversions as and when they are necessary. This would be carried out in consultation with the local highways authorities, PRow officers and other relevant stakeholders.*
- c. Social media would be used to update members of the public of any closures and diversions that are in place.'*

2 Affected WCH routes

2.1.1 Table 2.1 and Table 2.2 have been adapted from a number of sources, including Tables 13.64 and 13.66 of ES Chapter 13: Population and Human Health [APP-151] and Part 3 of the draft DCO [REP6-010].

Table 2.1 Affected WCH routes to the south of the River Thames

Ref.	WCH route	Nature of effect
S1	NS169	The eastern section of the existing route would be affected by the main construction works and would be permanently closed until the diversion is opened to the north and across the Thong Lane green bridge. To maintain connectivity between Shorne Wood Country Park and residential areas to the west during the construction phase, the Project would create new routes and open these to the public within a month of closing the existing route. For safety reasons the intermittent closures/interference of the route would be necessary to facilitate key works such as overhead line diversions.
S2	NS167	Impacts during the construction phase would result from required utility diversion works, which may affect the route for a period of up to 48 months. To maintain connectivity between Shorne Wood Country Park and residential areas to the west during the construction phase, the Project would aim to install new routes and open these to the public within a month of closing the existing route. A temporary designated walkway would be provided adjacent to the existing Thong Lane to connect the new routes prior to installation of the new Thong Lane Green bridge. For safety reasons the intermittent closures/interference of the route would be necessary to facilitate key works such as overhead line diversions. Although the length of route has increased by more than 500m and this would therefore constitute a major adverse magnitude of effect in line with DMRB LA 112, the nature of the route is recreational and as such the greater distance may not be perceived as an adverse effect by users (indeed, it may have a health benefit in terms of encouraging levels of physical activity).
S3	NS174	This footpath is to be impacted by construction activities between the A2 and Thong Lane green bridge and would be temporarily closed for a duration of 48 months. A new bridleway is proposed to be created following the eastern edge of Riverview Park, before connecting into a network of proposed routes at Thong Lane. This is to be constructed early in the construction programme. The new footpath would form part of a wider network of routes to allow for continued connectivity to Shorne Wood Country Park to the east. The Project would aim to install new routes and open these to the public within a month of closing the existing route. Although the length of route has increased by more than 500m and this would therefore constitute a major adverse magnitude of effect in line with DMRB LA 112, the nature of the route is recreational and as such the greater distance may not be perceived as an adverse effect by users (indeed, it may have a health benefit in terms of encouraging levels of physical activity).

Ref.	WCH route	Nature of effect
S4	NCR177	<p>NCR 177 between Gravesend East junction and the Park Pale bridge over the A2 would initially be affected by utility works. The route would also be permanently closed to accommodate the new M2/A2/A122 Lower Thames Crossing junction. Upgrades to existing footpaths and tracks would be undertaken prior to the closure of the existing NCR177 alignment to ensure that a suitable alternative route is available; once works are complete an alternative roadside route would be available as a permanent diversion.</p> <p>Following engagement with Forestry England, the Order Limits was amended to allow the temporary diversion of NCR 177 and to keep cyclists separate to the horse riding trail to the north within Jeskyns Community Wood. The Order Limits were amended to keep the temporary diversion following an existing trail (the Darnley Trail) within Ashenbank Wood in response to feedback from the Woodland Trust.</p> <p>The route from Gravesend East junction to B262 Hall Road would also be affected by utilities works to divert overhead lines. The proposed temporary diversion route as detailed above would also be impacted by these works. Options to reduce the impacts to this route including the introduction of measures such as protection scaffolds over the existing route or additional temporary local diversions.</p> <p>Although both the temporary and permanent diversions to NCR 177 involve increased travel distances, these are not considered to be significant in terms of affecting their level of use by cyclists in terms of the overall distances typically travelled by cyclists using the route; both the temporary and permanent diversion routes allow for improved user experience.</p>
S5	NU48	<p>The route would be affected by utility works where the route crosses the Order Limits to the north of the A2, requiring temporary closure. The existing footpath would be temporarily diverted around the working area to maintain access.</p>
S6	NS161	<p>A temporary diversion around the proposed utilities working area would be in place for the duration of works here, which is anticipated to last for approximately six months.</p>
S7	NG/2	<p>The route may be affected by the utility works proposed for providing power to the Milton Compound and would require a temporary closure of <1month. No diversion is proposed for this period of time.</p>
S8	NS164	<p>The route would be affected by utility diversion works requiring temporary closure for four months for gas pipeline diversion works and for two periods of two months for overhead line diversion works. In addition, a section of the existing route that coincides with the Southern Tunnel Entrance Compound would need to be closed for the duration of the construction phase. No diversion is proposed for the route during the construction phase for reasons as set out in paragraphs 1.2.6 and 1.2.7 of this document.</p> <p>Footpath NS164 is primarily a recreational route, although usage levels identified from surveys are low. Alternative recreation routes to the east and south of Shorne would be available for use.</p>

Ref.	WCH route	Nature of effect
S9	NS165	<p>The route would be affected by utility diversion works requiring temporary closure for four months for gas pipeline diversion works and two periods of two months for overhead line diversion works. In addition, a section of the existing route that coincides with the Southern Tunnel Entrance Compound would need to be closed for the duration of the LTC construction period. No diversion is proposed for the route for the construction phase for reasons as set out in paragraphs 1.2.6 and 1.2.7 of this document.</p> <p>Footpath NS165 is primarily a recreational route, although usage levels identified from surveys are low. Alternative recreation routes to the east and south of Shorne would be available for use.</p>
S10	NG17/1	<p>A section of the existing route would need to be closed permanently to accommodate the A2 eastbound to A122 northbound slip road. The remaining route would be temporarily closed and the western end upgraded to bridleway.</p> <p>To maintain connectivity between Shorne Wood Country Park and residential areas to the west during LTC construction phase, the Project would aim to install new routes and ensure that these are open to the public within a month of closing the existing route. A temporary designated walkway would be provided adjacent to the existing Thong Lane to connect new routes, prior to installation of the Thong Lane Green Bridge over the Project.</p> <p>For safety reasons the intermittent closures/interference of the route would be necessary to facilitate key works such as overhead line diversions.</p> <p>Although the length of route has increased by more than 500m and this would therefore constitute a major adverse magnitude of effect in line with DMRB LA 112, the nature of the route is recreational and as such the greater distance may not be perceived as an adverse effect by users (indeed, it may have a health benefit in terms of encouraging levels of physical activity).</p>
S11	Footpaths NG7 and NG8	<p>These footpaths would need to be closed to facilitate construction of the South Portal and Gravesend link. Routes would be permanently diverted around the South Portal via new routes. However, these new routes would not be available until towards the end of the construction phase (circa 66 months).</p> <p>However as stated in respect of other routes in this area, although the length of the routes has increased by more than 500m, the nature of routes in this area is recreational and as such the greater distance may not be perceived as an adverse effect by users.</p>
S12	Footpath NS367/1	<p>This route would be permanently closed to accommodate new link roads required to form the M2/A2/A122 Lower Thames Crossing junction. No permanent diversion is proposed; alternative routes with improved user experience are proposed in the wider area as part of the Project.</p>
S13	KT/NS/195 KT/NS/311	<p>These routes are not affected by works associated with the construction of the Project, but are to be upgraded to enable the diversion route for NCR 177. Currently the routes allow motorised vehicles, but this use would be suspended while the temporary route is in place. This would require a short term closure of less than one month in duration.</p>

Table 2.2 Affected WCH routes to the north of the River Thames

Ref.	WCH route	Nature of effect
N1	BR183	<p>The bridleway crosses the main works construction site and would be closed for a period of nine months. Temporary closure of the route is also likely for a period of three years for the section between the M25 and A127. Following construction, the route would be diverted and upgraded.</p> <p>A short section of this route that falls within the Order Limits would be closed for five years. To mitigate the impacts of this closure the Project would aim to make an alternative route providing WCH access over the A127 and M25 available for use within a year of closing the existing route. The proposed new route would utilise the proposed new equestrian standard footbridge over the A127 and the existing Folkes Lane bridge. The diversion would allow for continued connectivity between Cranham and villages to the north-east. BR183 is used as a connecting footpath and bridleway between the outskirts of Cranham and Great Warley. The proposed alternative route connecting these locations is shorter by a distance of circa 2km than the existing route.</p>
N2	Thames Chase Culvert	<p>The unofficial route through the culvert connecting the parcels of the Thames Chase Community Forest on either side of the M25 would be closed temporarily. Due to the high number of users of this route, a diversion is proposed passing along the BR289 on the western side of the M25, before following St Marys Lane and linking the two sections of Thames Chase Community Forest.</p> <p>Although the proposed diversion would be a greater distance from the car park at Thames Chase Forest Centre on the western side of the M25 to the Thames Chase Forest parcels on the eastern side of the motorway, the new route would provide improved user experience. As a recreational route, the increased distance is not considered to be a significant adverse effect.</p>
N3	FP251	<p>During the construction period, this footpath is to be temporarily closed. The route would be realigned and made available after completion of the utility's diversion works (representing a closure of approximately 12 months).</p> <p>The footpath is formed of several sections. The diversion proposed only applies to the section running parallel to the east of the M25. This route does not currently appear to be well used, perhaps due to historic severance from the construction of the M25.</p>
N4	FP136	<p>The route coincides with the Project alignment. The section of the route that falls within the Order Limits would be closed for a period of approximately 30 months to facilitate the diversion of utilities in the area and construction of the new FP136 footbridge to carry the route over the Project. The route would then be diverted and upgraded, and reopened once the FP136 footbridge is operational. The east-west section of FP136 would be surfaced and redesignated as bridleway, connecting to BR219.</p>
N5	BR219	<p>Two temporary closures, or alternative management, for periods of two months would be required to facilitate utilities diversion works. A further temporary closure of the section that falls within the Order Limits would be required for construction of the Project route for a period of 36 months.</p> <p>Following construction, the route would be upgraded, resurfaced and slightly realigned south of Mardyke prior to reopening. A new bridleway would connect to BR 219 and Green Lane.</p>

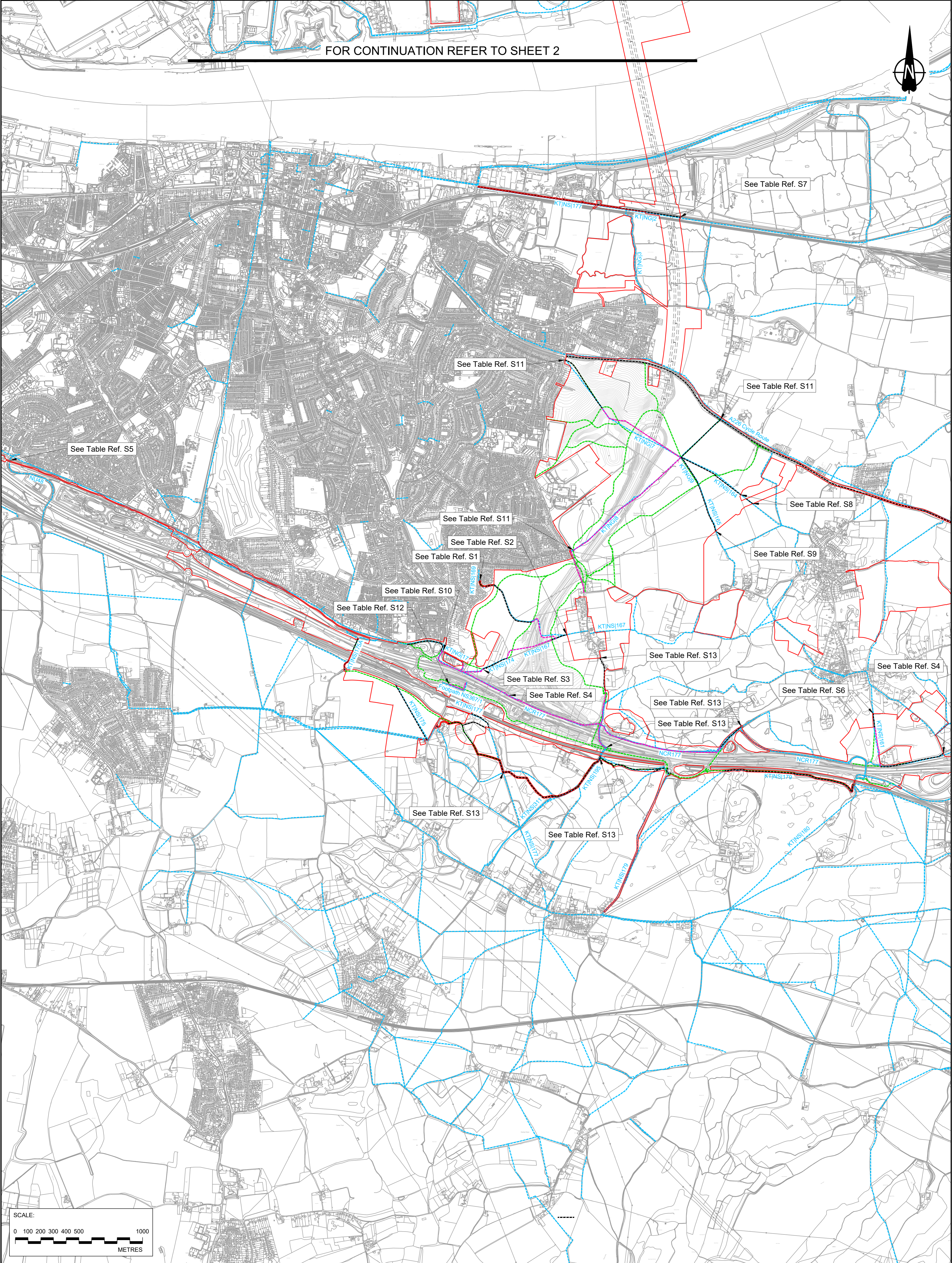
Ref.	WCH route	Nature of effect
N6	BR161	<p>A section of Green Lane extending between Stifford Clays Road and the proposed new Green Lane bridge would be used as a construction access route. During this period, Bridleway 161 would be closed to WCH for safety reasons. A temporary diversion route is to be provided on the eastern side of the same field. Closure would be required for a period of 60 months.</p> <p>The Project includes for improvement to the route where it links to a new overbridge. A new section of bridleway is proposed linking BR219 and Green Lane to the north. To the south, a new pedestrian and cycle route will link Green Lane to Stifford Clays Road. This would allow for additional connectivity to the west.</p>
N7	BR206/ BR223	<p>Utilities diversion works would initially require temporary closure of the route. The bridleway would be subsequently affected by main works to construct the link roads that form the A13/A1089/A122 Lower Thames Crossing junction and would be closed until a diversion via new routes N.038 and N.078 is opened towards the end of the Project construction phase. During the period of the closure, alternative provision which is suitable for horse-riders would be identified prior to closure of the existing route and agreed with the relevant local authority.</p>
N8	FP79	<p>The footpath would be affected by the construction of the Project. Closure would be required to facilitate utilities diversion works and construction of the Project mainline. During the period of closure, a temporary diversion route would be made available via FP95, a new temporary footpath adjacent to Brentwood Road and the existing farm track opposite High House Lane.</p> <p>This route is primarily used for recreational purposes and as such, the longer length is not considered to constitute an adverse effect</p>
N9	BR58/ FP61	<p>Utility overhead powerline works and road construction works would require temporary closure of these routes for approximately two years. Once the Muckingford Road bridge over the Project is completed a temporary diversion would be created. The temporary diversion route would be in place until the construction works are complete or until it is safe to reopen the route via the proposed new alignment. The temporary diversion would run from the northern side of the railway line at Coal Road Path, and follow a north-easterly direction to Muckingford Road.</p> <p>These routes are primarily used for recreational purposes and as such, the longer length is not considered to constitute an adverse effect.</p>
N10	FP200	<p>The northern end of the route would require temporary closure (60 months) due to utilities protection works and a section of the route would also be permanently closed to facilitate construction of a new viaduct to take the Project route over the Tilbury Loop railway line.</p> <p>New proposed routes and surface improvements as part of the Project would be made available prior to closure of the existing FP200 route to provide a suitable alternative during the construction period. The central and eastern section of the route would be realigned, resurfaced and redesignated as bridleway between Station Road and Coal House Fort.</p>
N11	FP104	<p>The southern end of the existing route would be impacted by utilities diversion works. The section of this route that falls within the Order Limits would be closed during this period. The route would then be reopened on the existing alignment or via a minor diversion to avoid construction works associated with the A13/A1089/A122 Lower Thames Crossing junction.</p> <p>The route would be affected for a period of approximately eight months.</p>

Ref.	WCH route	Nature of effect
N12	FP107	Utilities diversion works would require the temporary stop up of FP107. Mitigation measures would be sought to maintain the footpath during construction with localised diversions.
N13	FP105	The northern end of the existing route would be impacted by utilities diversion works and subsequent works to construct the link roads that form the A13/A1089/A122 junction. The section of FP105 that falls within the Order Limits (approx. 60m) would be closed during the Project construction phase for a period of approximately 60 months.
N14	*	[deleted]
* This entry has been deleted from the table as it is an error in the original Table 13.66 of ES Chapter 13: Population and Human Health. This has been identified in the Errata.		
N15	FP146	<p>This route would be subject to a temporary closure for a period of less than one month to allow for a section of the Two Forts Way to be upgraded for use by pedestrians and cyclists. For the duration of the temporary closure, an alternative route would be available for users, via the realigned England Coast Path.</p> <p>The Two Forts Way would be subject to a further temporary closure for a period of approximately eight weeks to allow for the installation of a water inlet with self-regulating valve into the sea wall. An alternative route would be available for users of the Two Forts Way during this period, via the realigned England Coast Path.</p>
N16	FP176	The footpath would be affected by gas pipeline works and other construction activities. A temporary closure is likely to be required for three years. The diversion would increase the journey length of users by greater than 500m. This route is primarily used for recreational purposes and as such, the longer length would not necessarily constitute an adverse effect.
N17	FP177	A short section of route that falls within the Order Limits would be closed for a period of around five years during the construction phase. During this time a short diversion route would be in place.
N18	FP179	The footpath would be affected by gas pipeline works and would be closed for a period of up to nine months. There is a short section of route that falls within the Order Limits that would be closed for five years due to construction activities. The proposed diversion would increase the journey length for users by more than 500m.
N19	FP180	This footpath would be affected temporarily as a result of utility diversion works (access may continue during this process). Following initial works, the main construction works for the Project would restrict access, resulting in a temporary, albeit long-term, closure likely for three years. There is a short section of route that falls within Order Limits to be closed for five years due to construction activities. No diversions are proposed as part of the Project. Alternative routes are available within the wider area for recreational purposes, for example route EX/272/178 follows a similar north–south route to the east of FP180.
N20	FP231	During the construction period, this footpath would be temporarily closed. The route would be realigned via a new route and would be made available after completion of the utility's diversion works (approximately 12 month closure).

Ref.	WCH route	Nature of effect
N21	FP96	Utilities diversion for high pressure gas pipeline diversion works would require the temporary stop up of this route for up to eight months. It is the aspiration to allow for a localised diversion, which is dependent on the construction methods selected (for example, a temporary localised diversion around the pipeline trench or trenchless installation working area may be of comparably different alignments or lengths). The exact diversion route would be subject to the site specifics and the construction method utilised, ensuring the safety of all users and adequate segregation from the workforce and plant.
N22	FP78	Utilities diversion works would require the intermittent temporary closures (for less than one month) of the route for a period of approximately nine months. A further short-term closure of the route would be required towards the end of the construction programme to permanently realign the route, to better connect to the bridge proposed over the Project alignment. High House Lane is to be realigned and re-designated as bridleway. No diversions are proposed during this period as alternative routes are available within the wider area for recreational purposes, for example Footpath 95 to the west.
N23	FP207	A section of this footpath to the west of Baker Street would be permanently closed as a result of the Project. The eastern section of the footpath would be affected by utilities diversions for enabling works; a temporary closure would be required for a period of eight months.
N24	FP51	Length of footpath to be temporarily closed, altered, diverted or restricted.
N25	FP60	A short section of the route would be permanently stopped up due to the Muckingford Road alignment moving south. No diversion is required as FP60 would still connect to the realigned Muckingford Road and new proposed pedestrian-cycle shared use footway.
N26	FP90	Footpath 90 runs immediately north from Poplars Farm, Baker Street. The route follows Fen Lane, continuing north for 2.7km before stopping up south of Judd's Farm, Harrow Lane. Access to links with Bridleway 219 and Footpath 136 are gained further north along Harrow Lane for access to the west.
N27	FP135	FP135 links North Road (B186) to Fen Lane by the Top Meadow Golf Course. The footpath initially heads east from North Road, running adjacent to the highway for 1.6km before heading north for the final 500m and connecting onto Fen Lane. The footpath would be redesignated as bridleway as part of the Project.

3 Schedule of plans in this document

Document title	Revision
RESTRICTIONS ON EXISTING PUBLIC RIGHTS OF WAY SHEET 1	P01
RESTRICTIONS ON EXISTING PUBLIC RIGHTS OF WAY SHEET 2	P01
RESTRICTIONS ON EXISTING PUBLIC RIGHTS OF WAY SHEET 3	P01



SCALE:

0 100 200 300 400 500 1000

METRES

NOTES:

1. These plans should be read in conjunction with Schedule 1 (Authorised Development) of the Development Consent Order (application document reference TR010032/APP/2.6), the Public Right of Way Plans (application document reference TR010032/APP/2.7) and the Streets Subject to Temporary Restrictions Plans (application document reference TR010032/APP/2.8).

2. The number reference given refers to Tables 2.1 and 2.2 of this document.

3. Some restricted WCH routes are shown within the Order Limits which do not have Table Reference Numbers. For these routes, it is proposed to change their designation (for example footpath to bridleway) and the restriction may involve short-term closures as a result of the works. Further information as to the necessity, duration and timing of these works would not be available until detailed design stage.

LEGEND:

Order Limits

Existing Public Right of Way

Temporary Restriction of Use

Permanent Restriction of Use

Proposed WCH Routes

Client

national highways

Project

LOWER THAMES CROSSING

Status

DCO Examination

Application Document Number

TR010032/APP/9.170

Drawing title

RESTRICTIONS ON EXISTING WALKING CYCLING HORSE RIDING (WCH) ROUTES

SHEET 1

Drawing Number

HE540039-CJV-BOP-SZZ_PWZZZZZZZZ-DR-CX-10020

Original Size

A1

Revision

P01

Scale

AS SHOWN

Rev

Status

Rev. Date

Purpose of revision

Drawn

Chk'd

Apprv'd

If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

© Crown copyright 2023.

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence:

visit www.nationalarchives.gov.uk/doc/open-government-licence/

write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email psi@nationalarchives.gsi.gov.uk.

Mapping (where present): © Crown copyright and database rights 2023 OS 100030649. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

If you have any enquiries about this publication email info@nationalhighways.co.uk or call **0300 123 5000***.

*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.

These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Printed on paper from well-managed forests and other controlled sources when issued directly by National Highways.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

National Highways Limited registered in England and Wales number 09346363