

Lower Thames Crossing

9.53 Comments on WRs Appendix E – Ports

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Lower Thames Crossing

9.53 Comments on WRs

Appendix E – Ports

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REP1-274 Port of Tilbury London Limited

| Rep ID | WR Submitter | WR/Applicant's Response |
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| REP1-274 | Port of Tilbury London Limited | <p>WR: WR link: REP1-274</p> <p>Applicant's Response: Updates to the Relevant Representation (Written Representation (WR) Section 2.1): Traffic and Transport Regarding the points made on Traffic and Transport (WR paragraph 2.1.1), the Applicant acknowledges Appendix 8 of the Written Representation which contains an updated version of the draft Traffic Management Protocol – the Applicant had not had sight of this version prior to receiving the Written Representation. The Applicant will consider this protocol in discussion with Port of Tilbury London Limited (PoTLL).</p> <p>Ecology The Applicant considers the ecological surveys conducted are appropriate and that the baseline is robust. More information on how the baseline has been checked since the first surveys is provided below, and a response to the impact of the 2 year re-phase is set out in the Environmental Statement Addendum, submitted alongside this document at Deadline 2. The Applicant recognises the need for up-to-date data to inform the Project's detailed design and any protected species licensing requirements so includes a requirement for pre-construction surveys (as set out in Requirement 7 of the draft Development Consent Order (DCO) [REP1-042])</p> <p>Regarding the points made on Ecology (WR paragraphs 2.2.1 to 2.2.6), the Applicant acknowledges the substantial correspondence exchange and ecological workshop (4 May 2023). The Applicant has received additional information and is assessing the information and will continue to work with PoTLL. The assessment of likely significant effects of the Project on terrestrial biodiversity is supported by both ecological desk study and field data. The data has been gathered over a number of years, starting as early as 2017 and continuing until 2022. The main bulk of the field data was collected in the period 2018–2020, with additional surveys covering specific ecological receptors being undertaken between 2020 and 2022 in specific areas of the Project. This was to address changes in Project design which affected the extent of its Order Limits, as well as in response to specific requests for additional data from stakeholders such as Natural England. This baseline data was used to inform the development of the preliminary</p> |

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| | | <p>design of the Project and enable the application of the mitigation hierarchy to avoid, mitigate, then compensate potential significant effects predicted to occur.</p> <p>The ecological impact assessment reported in Environmental Statement (ES) Chapter 8: Terrestrial Biodiversity [APP-146], follows the precautionary principle fundamental to all Environmental Impact Assessment. This approach also informs the mitigation and compensation measures proposed, to ensure they are appropriate and proportionate to the potential effects of the Project, and allow a degree of flexibility to accommodate any changes recorded between preliminary and detailed design, and during construction.</p> <p>ES Chapter 8: Terrestrial Biodiversity [APP-146] considers a future baseline which describes the biodiversity features as they would be at the time of commencement of the construction of the Project which, at the time of writing, was 2024 (paragraphs 8.4.175 to 8.4.185). This reports that the extent of arable land within the Project study area (approximately 59% of total area) is unlikely to change significantly. It also identifies that the quality and extent of semi-natural habitats within the study area should also remain fairly stable based on current trends and policy.</p> <p>A sensitivity analysis of baseline habitat information, as reported in ES Appendix 8.2: Plants and Habitats [APP-391], has been undertaken by the Applicant using aerial imagery and remote sensing data. This has indicated that changes in broad baseline habitat types have occurred in up to 7% of the Order Limits extent, in the period between baseline data collection and the submission of the application for development consent. The areas in which potential change has been detected are spread throughout the study area, with the biggest verified changes in extent being a reduction in grassland habitat of 10.55ha and a reduction in woodland extent of 4.65ha. There were corresponding increases in hardstanding (+6.37ha), bare ground (+3.32ha), arable (+3.07ha) and scrub (+2.97ha). There was also a small reduction in water habitats (-0.54ha).</p> <p>Given that only minor changes in the baseline habitat types have been detected, it is considered that these stable conditions are unlikely to lead to any significant changes across the rest of the baseline data, with species assemblages, populations and distributions remaining similarly stable. The assessment of likely significant effects on terrestrial biodiversity, and the associated mitigation and compensation measures proposed in ES Chapter 8: Terrestrial Biodiversity [APP-146], are therefore considered to be robust.</p> <p>It should be noted that the area of land around the North Portal was excluded from this assessment. This is possibly the most dynamic area within the Project's Order Limits given the work that is being undertaken by the current landowners. The reason for its exclusion was because the baseline habitat used for this area is the consented IVL restoration plan detailed in ES Chapter 8 [APP-146], as detailed in paragraph 8.4.184, and therefore any ongoing changes to habitat extent in this area would not affect the data employed for the reported assessment.</p> |

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| | | <p>However, the Applicant recognises the need for up-to-date data to inform the Project's detailed design and any protected species licensing requirements so includes a requirement for pre-construction surveys (as set out in Requirement 7 of the draft Development Consent Order (DCO) [REP1-042]).</p> <p>Land</p> <p>With regard to the application of the mitigation hierarchy for works within Work No. CA5, the Applicant is grateful for the additional survey data PoTLL has provided to both the Applicant and Natural England. This information was reviewed by the Applicant and Natural England during a meeting on 12 July 2023 with the objective of producing a heat map to highlight high priority areas, notably for invertebrates, which would be available to the contractor to inform detailed design.</p> <p>The current Biodiversity Net Gain assessment for the Project has been run using the Natural England's Biodiversity Metric 3.1 tool and associated guidance as described in ES Appendix 8.21: Biodiversity Metric Calculations [APP-417]. Since the DCO application was submitted, a newer 4.0 version of the Metric has been released by Natural England (March 2023). Natural England advises users of previous versions of the Biodiversity Metric should, '<i>continue to use that metric (unless requested to do otherwise by their client or consenting body) for the duration of the project it is being used for. This is because users may find that certain biodiversity unit values generated in biodiversity metric 4.0 will differ from those generated by earlier versions</i>' (see The Biodiversity Metric 4.0 JP039 home page). In addition, Defra have advised that, '<i>Projects in an advanced stage of the consenting process are not required to update their calculations with the latest major update of the metric</i>' (taken from the Consultation on the Biodiversity Metric, Government response and summary of responses, March 2023). For this reason, the Applicant does not at this stage intend to switch to Metric 4.0.</p> <p>Regarding the reference to land plots (21-10, 16-45) and property (WR paragraphs 2.3.1 to 2.3.5), the Applicant will continue to work with PoTLL on land needed and refine commercial arrangements. These matters are related to SoCG [APP-102] items under the heading 'Land and Compulsory acquisition' and are part of ongoing commercial discussions.</p> <ul style="list-style-type: none"> • Response to Further Written Representations • The Port Of Tilbury As An Open Port (WR Section 3) <p>The Applicant acknowledges the statutory footing of the Port of Tilbury and Tilbury2 being open ports, and does not consider the proposals for the Project conflict with the associated duties placed upon PoTLL.</p> <p>With regard to article 3(3) of the draft DCO [REP1-042] (WR paragraph 3.4, this should be considered in conjunction with the controls set out in Part 10, Schedule 14 of the draft DCO, setting out Protective Provisions for the PoTLL.</p> |

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| | | <p>More information on this drafting is provided in paragraph 5.18 of the Explanatory Memorandum [REP1-045]. The Applicant is happy to accept the proposed amendment to article 3(3) suggested by PoTTL subject to the proviso 'Except as provided in article 53 (Disapplication of legislation etc.) and article 55 (Application of local legislation).' The Applicant therefore considers this matter to be closed.</p> <p>The Applicant does not currently consider that there would be any effects in operation that would impact adversely on the functioning of the Port of Tilbury or Tilbury2. Nevertheless, the Applicant is currently reviewing the submission by the PoTLL on the emergency system management [REP1-272].</p> <p>During construction there will be an important interface between the port operations, due to the use of land owned by the PoTLL for construction purposes, the use of construction access routed through land owned by the PoTLL, and the shared use of the Strategic Road Network for access. The Applicant continues to work with the PoTLL to discuss and agree the approach. Mechanisms supporting this include the signed lease agreements for land, and the developing Draft Construction Traffic Management Protocol included as Appendix 8 of the PoTLL written representation [REP1-274].</p> <p>The Applicant understands the Port of Tilbury is an 'open port' and that traffic flow on the A1089 is a concern. This matter is related to SoCG [APP-102] items 2.1.16, 2.1.18 and 2.1.33, which details the benefits to PoTLL and provides an account of the strategic road network impacts. The Draft Construction Traffic Management Protocol referenced above will include additional detailed traffic control measures both between the Project and the Port on works, as well the use of the A0189 for deliveries. Within Localised Traffic Modelling [REP1-187] the Applicant committed to submitting a localised traffic model of the A1089 ASDA roundabout during operation of the Project and during the critical construction traffic modelling phases at Deadline 3.</p> <p>The Applicant welcomes additional information regarding the rail movements (WR paragraphs 3.9 to 3.11) and approximate timing. This matter is related to SoCG [APP-102] item 2.1.8, in addition the Applicant has reviewed Appendix 4 of the WR where DCO drafting has been provided and the Applicant's response is set out in document 9.63 Applicants response to IP comments made on the dDCO at Deadline 1, submitted alongside this document at Deadline 2. The Applicant recognises that the rail movements into Tilbury2 are restricted to paths allocated by Network Rail, and therefore require priority. Through the development of the draft Traffic Management Protocol supplied as Appendix 8 of the written representation, the Applicant is seeking information sharing protocols that will allow the Applicant to avoid disrupting rail movements.</p> <p>The Applicant supports the safety requirements associated with the use of port facilities and Substation Road. In light of this, the Applicant has engaged with PoTLL to establish a framework of information sharing during the construction phase, including the projected use of Substation Road. It is important for the Applicant and PoTLL to</p> |

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| | | <p>continue discussing the significance of sharing this information, especially during the construction phase. By doing so, the Applicant can effectively plan the use of Substation Road, ensuring safe access and egress, optimising off-peak utilisation, and minimising any negative impacts on port operations, which the Applicant acknowledges as a primary concern.</p> <p>As part of the ongoing drafting of the Traffic Management Protocol, the Applicant aims to incorporate a comprehensive information-sharing mechanism between itself and PoTLL. This approach will safeguard the port's operation throughout the construction phase while facilitating the Project's requirements for construction delivery.</p> <p>The Applicant has comprehensively responded to the request to commit to using the Tilbury2 Construction Materials and Aggregates Terminal (CMAT) facility (WR paragraphs 3.13, 4.2.2, 4.23) through the SoCG [APP-102] item 2.1.11 (Outline Materials Handling Plan and use of the CMAT facility (and PoTLL facilities more generally)). The Applicant is considering Appendix 7 to PoTLL's WR and will continue to discuss these matters with PoTLL..</p> <p>The Transport Assessment [APP-529] provides an extensive quantitative assessment of the impact of construction works on the road network. In regard to establishing a baseline to monitor against during construction, baseline monitoring will need to commence at least one year ahead of works commencing and monitoring should cover the full period of construction works, including any advanced enabling/utility works, decommissioning of compounds and diversions etc – unless otherwise agreed by the Traffic Management Forum. The outline Traffic Management Plan for Construction (oTMPfC) [REP1-174] sets out the requirement to establish a monitoring system which provides the ability for the Contractor to capture real-time data that provides confirmation that traffic and vehicle control measures are effective, and vehicle arrival and departure times from compounds are controlled. Specific control of construction traffic impact is therefore to be implemented through the ability to actively monitor and manage the flows around the network, allowing dynamic route changes and other control measures to be implemented to alter flow patterns of construction traffic where problems are identified. Further detail on the monitoring is set out in paragraphs 2.4.8 to 2.4.24 of the oTMPfC.</p> <p>As noted above, the Applicant is actively collaborating with PoTLL during the ongoing drafting of the Traffic Management Protocol. This protocol will encompass any necessary monitoring requirements beyond those stated in the oTMPfC to safeguard the operation of the port, during the construction of the Project.</p> <ul style="list-style-type: none"> • Construction traffic impacts (WR Section 4.1), Reduction of Impacts (WR Section 4.2), Mitigation Proposals (WR Section 4.5) and Rail Level Crossing (WR Section 6.3) |

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| | | <p>The Applicant recognises there would be impacts during construction and has provided a set of controls through the oTMPfC [REP1-174], the outline Materials Handling Plan (oMHP) [APP-338] and the Framework Construction Travel Plan [APP-546]. The applicant is also working with PoTLL on an emerging Traffic Management Protocol.</p> <p>The Applicant has provided a response relating to localised traffic modelling during the construction phase below in response to WR Section 4.3.</p> <p>The matter of construction traffic impacts is an ongoing discussion with PoTLL and the SoCG [APP-102], items 2.1.15 and 2.1.17, contains further information.</p> <p>A response on Substation Road is provided in the SoCG at item 2.1.17 (Construction Traffic Impacts – Flows on Substation Road, including AILs both with and without Freeport traffic). The Applicant seeks to use Substation Road as the main construction haul route to the north portal construction compounds (Work Nos. CA5 and CA5A) and must therefore interact with this highly variable traffic environment. It must also do so in a way that does not result in a breach of PoTLL's duty to ensure the safety of those using the Port facilities and their property. PoTLL has advised that it <i>'is not able to provide a traffic scheduling service to assist the Applicant, nor is it able to advise with certainty how much Port traffic will be present at a given date or time, particularly with the long forward time horizon presented by the LTC Application and dDCO'</i> (WR paragraph 3.9).</p> <p>The Applicant recognises the opportunities of river use for construction deliveries and associated benefits that lend itself to reduced reliance on the road network. As a result, the Applicant is firmly committed to river use for the delivery of bulk aggregates, a commitment outlined in Section 6 of the oMHP. The use of CMAT facility falls within the definition of use of port facilities for the appointed contractor to use for the supply of material. The Applicant objects to committing to a single commercial entity such as CMAT at this stage, in order to protect and comply with the Public Procurement Rules.</p> <ul style="list-style-type: none"> • Junction Modelling (WR Section 4.3) and Outline Traffic Management Plan for Construction (WR Section 4.4) <p>The WR refers to a 'Port-specific protocol' (WR paragraphs 4.4.2 and 4.4.3), a copy of this is provided at Appendix 8 of the WR – the Applicant had not had sight of this version prior to receiving the WR. The Applicant will review and continue to refine this document in discussion with PoTLL.</p> <p>The Applicant notes the comments from PoTLL (both from their WR and from their letter dated 26 June 2023) relating to localised traffic modelling, particularly relating to the A1089 ASDA roundabout and the A13 Orsett Cock junction. At Deadline 1, the Applicant submitted Localised Traffic Modelling [REP1-187] which sets out the Applicant's approach to this type of modelling, the modelling hierarchy, where localised traffic modelling had been</p> |

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| | | <p>undertaken and the criteria that the Applicant has applied (and would continue to apply) in this regard. As a series of appendices, the Applicant also submitted detailed modelling reports for a number of junctions, including the Orsett Cock junction [REP1-188 and REP1-189]. The Applicant also committed to providing reports detailing the performance of the A1089 ASDA roundabout during the operation of the Project at Deadline 3. With regards to the operation of the junction during construction the Applicant noted (at paragraph 3.2.2(b) of Localised Traffic Modelling) that it considers that the Lower Thames Area Model (LTAM) construction assessment represented a reasonable worst case scenario and it was appropriate for the Contractors to develop more detailed construction plans before further analysis. However, as stated at paragraph 5.1.3 of Localised Traffic Modelling, the Applicant will submit a construction assessment of the ASDA roundabout during the critical construction traffic modelling phases at Deadline 3.</p> <ul style="list-style-type: none"> Tilbury Link Road Readiness (WR Section 5) The Applicant acknowledges comments on the Tilbury Link Road which is addressed in SoCG items 2.1.25 (Tilbury Link Road (TLR)) and 2.1.26 (Haul Road). In relation to the haul road, the Applicant notes that article 35(5) of the draft DCO would permit this road to be left in situ post construction with the agreement of PoTLL as owner of the land in question subject to the other provisions of the DCO and any other necessary consents. The parties are discussing the process and mechanisms for how such a handover would take place. The Applicant is investigating the Tilbury Link Road as a separate project. For more information, see Section 5.5 of Chapter 5 of the Planning Statement [APP-495] and the Interrelationship with other Nationally Significant Infrastructure Projects and Major Development Schemes [APP-550]. Specific Interactions With The Port Of Tilbury (WR Section 6), Work No. MU27 (WR Section 6.2) and Railway level crossing (WR Section 6.3) Work No. MU27 is proposed as two separate alignments for the same permanent electricity supply. This is to adhere to the relevant standards associated with the safe operation of the tunnel. The separate routes reduce the risk that there would be a total power outage: if one was to be compromised, the other would remain operational ensuring the tunnel can safely operate. The ducting installed adjacent to the railway line forms part of Work No. MU27 and was installed during the construction of the Port's works to omit the need for the Project to install those ducts at a later date, at the expense of National Highways in order to avoid future interference with the railway line and the environmental mitigation land associated with their development. |

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| | | <p>The Applicant has responded to statements made by PoTLL at ISH1 in paragraphs G.3.8 to G.3.10 of Post-event submissions, including written submission of oral comments, for ISH1 [REP1-183], specifically regarding utilities along Substation Road and making reference to the relevant provisions contained in the draft DCO [REP1-042].</p> <p>The Applicant addressed the comments on rail above (The Port Of Tilbury As An Open Port (WR Section 3)) and has reviewed and responded to Appendix 4 of the WR, the Applicant's response is set out in document 9.63 Applicants response to IP comments made on the dDCO at Deadline 1, submitted alongside this document at Deadline 2</p> <ul style="list-style-type: none"> • Environmental Mitigation Opportunities (WR Section 6.4) <p>The Applicant acknowledges these comments and will work with PoTLL to further explore areas of opportunity.</p> <ul style="list-style-type: none"> • Managing construction workers (WR Section 6.5) <ul style="list-style-type: none"> – Section 2.5 of ES Appendix 2.2: Code of Construction Practice [REP1-157] includes controls regulating conduct of Contractors. Specifically, Contractors are required to sign up to and adhere to the Considerate Constructors Scheme. The Considerate Constructors Scheme is a national scheme that promotes good practice on construction sites through its codes of considerate practice; these commit registered sites to be considerate and good neighbours, as well as being respectful, environmentally conscious, responsible and accountable. The Applicant has recognised that there are local byelaws applicable in the Tilbury2 Area. A review was completed, and the Applicant made the decision not to apply a disapplication of these byelaws. As a consequence, they will apply to staff and any activities within the applicable area subject to the protective provisions, and any agreements made between the parties. – The Applicant recognises that the movement of its construction workforce will result in additional traffic on the highway network. The Applicant's construction traffic assessment as presented in Chapter 8 of the Transport Assessment [APP-529] includes construction staff as set out from paragraph 8.6.27. The Applicant considers that the assessment presented represents a reasonable worst case, as it includes a number of assumptions relating to the construction of the Project. – The Applicant has also submitted the Framework Construction Travel Plan (FCTP) [APP-546] which sets out a framework with regard to the implementation of travel planning for the movement of personnel to and from the construction worksites and compounds (including Utility Logistics Hubs) during the construction phase of the Project. The FCTP sets out that the Contractors will develop Site-Specific Travel Plans (SSTPs) which would contain targets to reduce the proportion of single occupancy trips and also increase the use of public transport. |

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| | | <p>The Applicant has also committed to worker only shuttle buses which would provide the construction workforce with a means to access compounds and Utility Logistics Hubs from the transport hubs, proposed to be located (north of the Thames) at Grays, Upminster and Pitsea. The Applicant considers that the FCTP (and SSTPs), and the measures set out within the FCTP, including the shuttle buses, would reduce the amount of private car trips to and from compounds.</p> <ul style="list-style-type: none"> – The Applicant is not proposing that the construction workforce would be required to use particular routes to and from work; and this aligns with the assessment presented in the Transport Assessment. <p>Absence of a Safety Risk Assessment (WR Section 6.6)</p> <p>Regarding the Applicant's safety risk assessment, Design Manual for Roads and Bridges (DMRB) GG 104¹ is applied at an appropriate time during the design process when an activity has a direct or indirect impact on the operation of a motorway or trunk road in terms of impact on workers, users and third parties (the definition of each is set out in DMRB GG 104). DMRB GG 104 is not intended for the risk assessment of construction activities that take place on private land (e.g. safety risks associated with construction traffic travelling through a port). Whether an activity impacts the operation of a motorway or trunk road is dependent upon the nuances of the activity. Contractors will have their preferred method of works which will be agreed during the detailed design stage following appointment of contractors. While DMRB GG 104 is focused on the operation of the motorway and trunk road networks, the Project falls under the requirements of the Management of Health and Safety at Work Regulations 1999 and the Construction (Design and Management) Regulations 2015 (CDM). Both regulations requires that all construction activities are risk assessed, again at the appropriate times during design. CDM rather than DMRB GG 104 is the appropriate process for assessing risks associated with construction traffic movements within the boundary of the port.</p> <p>The Applicant has engaged with PoTLL regarding construction traffic, as set out above.</p> <ul style="list-style-type: none"> • Impact Of Construction Delay on PoTLL (WR Section 7), Environmental Impacts (WR Section 7.1) <ul style="list-style-type: none"> – The Applicant has facilitated discussions between PoTLL and the National Highways Spatial Planning team responsible for providing responses to planning applications. Guidance has been provided to the PoTLL team, and the Applicant has committed to providing information from the traffic monitoring programme secured by the |

¹ Highways England (2018). Design Manual for Roads and Bridges (DMRB), GG 104 Requirements for Safety Risk Assessment.

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| | | <p>outline Traffic Management Plan for Construction [REP1-175] to support PoTLL with the preparation of applications for development consent. National Highways have indicated that, when considering applications from PoTLL, they will consider traffic arising from construction of the A122 Lower Thames Crossing project as temporary and would not expect it to be included in baseline traffic numbers.</p> <ul style="list-style-type: none"> • Impact of Construction Delay on PoTLL – Land Impacts and Port Development (WR Section 7.2) <ul style="list-style-type: none"> – The Applicant has worked closely with PoTLL in the development of the land agreements to ensure there would be no detrimental effect to either Project or port operations. – PoTLL states that preliminary works are already underway on the land currently under lease to the Applicant. The Applicant would like to clarify that works on site are limited to continuing the ongoing groundwater monitoring programme. • Policy and the Planning Balance (WR Section 8) <ul style="list-style-type: none"> – The Applicant acknowledges PoTLL's representation regarding policy compliance. The Applicant agrees the National Policy Statement for Ports² is a potentially important and relevant consideration. The Applicant's approach to this consideration is set out in Section 7.2 of the Planning Statement [APP-495]. The Applicant will continue to engage and respond through existing dialogue. – Regarding the proposed adaptive approach, the Applicant considers that the position is clear as the draft DCO [REP1-042] (Schedule 2) requires development to begin within five years of the date the DCO comes into force. The programme assumptions set out in the Environmental Impact Assessment are indicative to enable a representative assessment of likely significant effects. • Draft DCO (WR Section 9) <p>The Applicant has responded to the comments on the draft DCO in the Applicant's response to IP comments made on the draft DCO at Deadline 1 [REP1-042].</p> |

² Department for Transport (2012). National Policy Statement for Ports.

REP1-131 and REP1-333 DP World London Gateway (DPWLG)

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| REP1-331 REP1-333 | DP World London Gateway (DPWLG) | <p>WR: WR summary: REP1-131 WR link: REP1-333</p> <p>Applicant's Response:</p> <p>Section 1.0 Introduction to Written Representations</p> <p>In response to DPWLGs comment in 1.1.5, the Applicant's response to this can be found in items 2.1.2 and 2.1.3 of the Statement of Common Ground (SoCG) between the Applicant and DP World London Gateway (DPWLG) [APP-101].</p> <p>The Applicant's response to 1.1.6 through to 1.1.9 can be found in items 2.1.1 and 2.1.3 of DPWLG's SoCG [APP-101].</p> <p>In response to 1.1.12, the Applicant's traffic modelling shows that if the Lower Thames Crossing is built then traffic levels on the Dartford Crossing are predicted, on average, to fall by 19% in the peak hours. This compares traffic predicted to use the Dartford Crossing in 2030 if the Lower Thames Crossing were not built, compared with traffic in the same year if the Lower Thames Crossing is built.</p> <p>Overall, the Lower Thames Crossing would reduce congestion across the region and improve journey times. As such the Applicant contends that the Lower Thames Crossing would meet the requirements of the relevant National Policy Statements and its objectives set out in the Planning Statement [APP-495].</p> <p>In response to 1.2.4, the Applicant can confirm that DPWLG's SoCG has been amended to include a matter regarding a proposed Accompanied Site Inspection for the Examining Authority to the Port and Logistics Park. An updated SoCG will be submitted at Deadline 2.</p> <p>Section 3.0 Summary of Transport and Economic Impacts</p> <p>In response to 3.1, the Applicant's responses can be found in items 2.1.1, 2.1.2 and 2.1.3 of DPWLG's SoCG [APP-101].</p> |

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| | | <p>Section 4.0 Principle Issues</p> <p>In response to 4.1, the Applicant's responses can be found in items 2.1.1, 2.1.2 and 2.1.3 of DPWLG's SoCG [APP-101].</p> <p>Sections 4.1 and 6.1 raise concerns around the mitigation measures proposed by the Applicant, and the availability of funding or land agreements to deliver mitigation. In response to this, it is the Applicant's consideration that the Orsett Cock junction performs acceptably and that, overall, the benefits on the road network would outweigh the adverse impacts. This is reflected in the positive economic benefit of the Project. However, the Applicant considers that there would be sufficient flexibility within the Order Limits and the powers set out within the draft DCO that would enable further improvements to the operation of the Orsett Cock junction to be identified through detailed design. The Applicant contends that this is a normal part of the design process.</p> <p>At the Manorway junction, the junction is forecast to be busy in 2030 without the Lower Thames Crossing in operation, and the Applicant does not consider that physical intervention at the junction is required as a result of the Lower Thames Crossing.</p> <p>As noted, both junctions have been identified as a monitoring location in the Wider Network Impacts Management and Monitoring Plan (WNIMMP) [APP-545]. If the monitoring identifies issues or opportunities related to the road network because of traffic growth or new third-party developments, then highways authorities would be able to use this as evidence to support scheme development and case making through existing funding mechanisms and processes.</p> <p>4.1 also refers to a statement from Mr Young of the ExA at Issue Specific Hearing 1. In response to this the Applicant has submitted Localised Traffic Modelling [REP1-187], accompanied by a series of appendices which present the localised traffic modelling for the Orsett Cock and Manorway junctions. The information submitted responds to Action Points 8, 9 and 10 from ISH1.</p> <p>5.0 Planning Policy Assessment</p> <p>In response to 5.2, all traffic impacts from the Project are included in the calculations which show that the benefits of the Project exceed the cost. The Project meets the Scheme Objectives agreed with the Department for Transport and provides the necessary connections to the Strategic Road Network. The connectivity of the road network with and without the Project is reflected in the traffic forecasts upon which the benefit-cost-ratio calculations are based.</p> |

| Rep ID | WR Submitter | WR/Applicant's Response |
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| | | <p>In response to 5.7.4, the Applicant's response can be found in item 2.1.1 of DPWLG's SoCG [APP-101].</p> <p>6.0 Proposed Mitigation Measures</p> <p>In response to 6.2, the Applicant notes the proposals put forward by DPWLG. As noted above in response to 4.1 and 6.1, the Applicant does not consider that further interventions at either location are required or necessary against planning policy as set out in Transport Assessment Appendix F: Wider Network Impacts Management and Monitoring Policy Compliance [APP-535].</p> <p>The Applicant notes and acknowledges the technical appendices that DPWLG has provided. The Applicant will review and consider these documents and provide a response at a future deadline.</p> <p>In response to 3.4.5 of Annex B, as set out above the Applicant considers that the WNIMMP is policy compliant, as set out in Transport Assessment Appendix F: Wider Network Impacts Management and Monitoring Policy Compliance [APP-535]. The Applicant does not propose to include DPWLG as a consultee to the process.</p> <p>In response to 3.4.9 to 3.4.11 of Annex B, the WNIMMP and the traffic impact monitoring scheme is intended for highway authorities and local authorities so that they can progress their own schemes. The Applicant does not intend to include other consultees given the nature of its purpose.</p> <p>In the event of an incident occurring, the National Highways Regional Operations Centre will liaise with the various emergency services, Traffic Officers, National Highways network maintainers and other network authorities to ensure that any delays are kept to a minimum; that incidents are cleared within the Applicant's response time; and any diversions are managed in line with agreements with other network authorities. In addition, the Applicant will use multiple communications channels to advise motorists of traffic conditions, so that that they can adjust their journeys to suit.</p> <p>The Applicant has provided further information on journeys to and from the London Gateway Port, including the behaviour of drivers using the road network in the area, and this is provided at Annex A.</p> |

Annexes

Annex A

A.1 Journeys to London Gateway Port and the function of Orsett Cock junction

- A.1.1 The London Gateway Port development has two parts: the Port itself and the adjacent Logistics Park. Both developments are currently partially complete. The Port has permission for seven deep sea container berths, or six berths and a roll-on/roll-off facility.
- A.1.2 The Logistics Park has permission for up to 829,700 sqm of industrial (use class B1(b), B1(c), B2 and B8) floor space within buildings. By November 2021 36% of the permitted floorspace had been constructed under the current Local Development Order, which expires in 2023. DPWLG are seeking to continue the development of the Logistics Park under a new Local Development Order.
- A.1.3 The main access route to the London Gateway Port and Logistics Park is the A13 to the Manorway junction, along the A1014 to Sorrells roundabout and onto the access roads to the Port and the Logistics Park.
- A.1.4 DPWLG have expressed concerns over the change in forecast traffic flows once the Project opens. They are concerned about traffic conditions at the A13 Orsett Cock junction and that would lead to a high number of vehicles U-turning at the Manorway junction, adding to the traffic on the circulatory at Manorway and blocking access to the A1014.
- A.1.5 The Applicant considers that these concerns are unfounded and that there would not be a large number of vehicles U-turning at the Manorway junction.
- A.1.6 Access to the Project from the A13 westbound would be via dedicated east-facing slips from the A13 onto the Project. These slips would be available for traffic on the A13 as it runs between the Manorway and Orsett Cock junctions. No direct access onto the Project is proposed from the Orsett Cock junction, although direct access from the Project would be provided.
- A.1.7 There are forecast to be a small number of vehicles from the local area using the Orsett Cock junction and doing a U-turn at Manorway in order to access the Project. These numbers are shown for 2030 and 2045 in Table 1. The numbers are shown in Passenger Car Units (PCUs), with each Heavy Goods Vehicle (HGV) being 2.5 PCUs. These are vehicles who are joining the highway network from the A128 Brentwood Road at the Orsett Cock junction and wish to use the Lower Thames Crossing.

Table A.1 Traffic U-turning at Manorway junction, PCUs

| Year | AM peak hour | Inter peak average hour | PM peak hour |
|------|--------------|-------------------------|--------------|
| 2030 | 40 | 13 | 29 |
| 2045 | 0 | 16 | 0 |

A.1.8 The Applicant notes that DPWLG is concerned that the A13 Manorway junction will be used by vehicles on the Project, having joined it from the north from the M25 or at M25 junction 29 or from south of the Thames and wish to use the A1089. DPWLG state that there would be ‘no connection from A1089 to LTC’. This would not be the case:

- a. For vehicles on the Project road (in either direction) wishing to access the A1089, these vehicles would leave the Project at the A13/A1089/A122 junction and at the Orsett Cock junction take the exit to the A1089.
- b. For vehicles travelling northbound on the A1089 there is a direct connection to the Project road in both directions.

A.1.9 The forecast number of trips, in PCUs, that use the Project road and then the A1089 southbound is shown in Table 2.

Table A.2 Trips from the Project to A1089 Southbound, PCU, 2030 and 2045, LTAM hours

| Year | From: | AM peak hour | Inter peak average hour | PM peak hour |
|------|--------------|--------------|-------------------------|--------------|
| 2030 | A122 (North) | 16 | 33 | 106 |
| | A122 (South) | 231 | 240 | 204 |
| 2045 | A122 (North) | 83 | 70 | 153 |
| | A122 (South) | 250 | 278 | 284 |

A.1.10 As shown in Table 2 there are far fewer vehicles using the Project road travelling south from the M25 and intending to use the A1089 than vehicles using the Project road travelling north from the A2 intending to use the A1089. This is because, for HGVs travelling southbound along the M25, once they reach junction 29, the best route to reach the A1089 would be to continue to use the current route – which is to remain on the M25 until junction 30, join the A13 and then use the dedicated slip from the A13 onto the A1089

A.1.11 The journey times on the alternative routes to the Port of Tilbury, which lies at the southern end of the A1089 is shown in Tables 3 and 4 for 2030 and 2045 respectively. The tables show the times for cars and HGVs, in 2030 and 2045, in each of the LTAM modelled hours. It also shows the journey time if the Project were not built.

- A.1.12 The route using M25 junction 30, the A13 and the dedicated off slip to the A1089 would take 21 mins for HGVs in 2030 AM peak hour without the Project. With the Project travel times are quicker on the relevant section of the M25 and the A13 and this route would take 20 minutes, a saving of one minute.
- A.1.13 If vehicles were to travel using the Project road southbound, via the Orsett Cock junction to the A1089 this would take HGVs 20.7 mins in the 2030 AM peak hour. This is slightly longer than using the current route, via M25 junction 30. It is also a greater distance, at 21.4 km rather than 19.7km for the route via M25 junction 30 and HGVs prefer to use the shorter route due to their fuel costs.
- A.1.14 If vehicles were to travel using the Project road southbound, then take the A13, U-turn at the Manorway junction, return along the A13, leave at the Orsett Cock junction and take the exit for the A1089 this would take HGVs 28.9 mins in the 2030 AM peak hour. This is nearly nine minutes longer than using the current route, via M25 junction 30. It is also a greater distance, at 26.8 km rather than 19.7km for the route via M25 junction 30.
- A.1.15 The situation is similar in all time periods and for 2045 as well as 2030. It is quicker and shorter route for HGVs to use the route via M25 to junction 30, then the A13 and the A1089 to access the Port of Tilbury. In the following table, the journey times across 3 routes are compared (note that route 1 remains unchanged, and so journey times are presented with and without the Project):
- c. Route 1- M25 J29 to Tilbury port via M25, A13 and A1089
 - d. Route 2- M25 J29 to Tilbury port via the Project and A1089 (Orsett Cock)
 - e. Route 3- M25 J29 to Tilbury port via the Project, A13 and A1089 (Manorway U-Turn)
- A.1.16 Different times and results are shown for cars and HGVs because cars and HGVs have different speed restrictions. For cars, Route 2 is marginally quicker in each of the LTAM modelled time periods. It is always considerably quicker and shorter for cars and HGVs to use either the existing route to the Port from M25 Junction 29 or to use the Project road and Orsett Cock than to travel along the Project road and the A13 to Manorway and then return to Orsett Cock.

Table A.3 Journey times from M25 junction 29 to the Port of Tilbury, 2030

| Time Period | Vehicle type | Without the Project | With the Project | | |
|--------------|--------------|---|---|---|--|
| | | Route 1: M25 J29 to Tilbury port via M25, A13 and A1089 | Route 1: M25 J29 to Tilbury port via M25, A13 and A1089 | Route 2: M25 J29 to Tilbury port via the Project and A1089 (Orsett Cock) | Route 3: M25 J29 to Tilbury port via the Project, A13 and A1089 (Manorway U-Turn) |
| | | Time [min] | Time [min] | Time [min] | Time [min] |
| AM peak hour | Cars | 19.6 | 18.6 | 18.5 | 26.4 |
| | HGVs | 21.0 | 20.0 | 20.7 | 28.9 |
| Inter-peak | Cars | 21.2 | 20.2 | 20.0 | 26.0 |
| | HGVs | 22.6 | 21.6 | 22.2 | 28.5 |
| PM peak hour | Cars | 18.4 | 15.8 | 15.2 | 23.2 |
| | HGVs | 19.7 | 17.2 | 17.4 | 25.7 |

Table A.4 Journey times from M25 junction 29 to the Port of Tilbury, 2045

| Time Period | Vehicle type | Without the Project | With the Project | | |
|--------------|--------------|---|---|---|--|
| | | Route 1: M25 J29 to Tilbury port via M25, A13 and A1089 | Route 1: M25 J29 to Tilbury port via M25, A13 and A1089 | Route 2: M25 J29 to Tilbury port via the Project and A1089 (Orsett Cock) | Route 3: M25 J29 to Tilbury port via the Project, A13 and A1089 (Manorway U-Turn) |
| | | Time [min] | Time [min] | Time [min] | Time [min] |
| AM peak hour | Cars | 19.9 | 17.5 | 17.3 | 27.7 |
| | HGVs | 21.2 | 18.9 | 19.5 | 30.2 |
| Inter-peak | Cars | 22.0 | 20.6 | 20.2 | 27.1 |
| | HGVs | 23.4 | 22.0 | 22.4 | 29.6 |
| PM peak hour | Cars | 20.3 | 17.1 | 16.4 | 27.2 |
| | HGVs | 21.7 | 18.5 | 18.7 | 29.7 |

A.1.17 For traffic travelling from Kent to the Port of Tilbury, some vehicles would use the Project to cross the River Thames and leave at the Orsett Cock junction, where they would use the exit from the Orsett Cock junction for the A1089. As

shown in Table 2, the highest forecast for this movement is 284 PCUs in 2045 in the PM peak hour.

- A.1.18 The change in design of the Project at the Orsett Cock junction, consulted upon at the Local Refinement Consultation in 2022, introduced the link road from the Orsett Cock junction to the A1089. The introduction of this link that results in the journey times shown in Tables 3 and 4 and, in the opinion of the Applicant, removes the likelihood of vehicles travelling from south of the River Thames and wishing to reach the A1089 southbound using Manorway Junction.
- A.1.19 The route using the Project, the A13, U-turning at the Manorway junction, Orsett Cock junction and the exit from the Orsett Cock junction for the A1089 is 6.6km longer and would take an additional 7.9 minutes in 2030 in the AM peak modelled hour and over 10 minutes in 2045. The additional journey times for vehicles if they were to U-turn at the Manorway junction rather than solely use the Orsett Cock junction is shown in Table 5.

Table A.5 Additional journey times for the route from the Project to A1089 using the Manorway junction

| Year | Time period | Time difference minutes: seconds |
|------|------------------------|----------------------------------|
| 2030 | AM peak hour | 07:54 |
| | Average interpeak hour | 05:58 |
| | PM peak hour | 08:03 |
| 2045 | AM peak hour | 10:22 |
| | Average interpeak hour | 06:56 |
| | PM peak hour | 10:45 |

- A.1.20 DPWLG have proposed a series of physical interventions at the Orsett Cock and Manorway junctions, which include signalisation, widening of some approaches and some additional lanes. In paragraph 6.2.3, DPWLG state that ‘*These mitigation measures could be avoided altogether if a direct link to the Tilbury area from the LTC was provided as part of the Project as this would avoid the need for vehicles to U-turn at Orsett Cock junction*’. They also claim that the Tilbury Link Road was discounted ‘on the grounds of cost’.
- A.1.21 The Applicant has considered the provision of a direct link into Tilbury during the development of the Project. While providing benefits for the local community, the Tilbury link road would not contribute to the Scheme Objectives of relieving the congested Dartford Crossing and approach roads and improve their performance by providing free-flowing north–south capacity. The Applicant recommended to DfT that the Tilbury link road should be developed as an independent project from the Lower Thames Crossing, and in 2020 the DfT

provided funding to the Applicant to develop the Tilbury link road through RIS2 (DfT, 2020). During the redesign of the area following the designation of the Thames Freeport in 2021, the Applicant considered carefully the potential future linkage that could be provided by the Tilbury Link Road in the design of the operational and emergency access. This access has been designed following the standards set out in DMRB, in order to facilitate a future connection at this location, and such a connection would be dependent on the A122 Lower Thames Crossing being in place.

A.2 Journey time savings on routes to and from London Gateway Port

A.2.1 The London Gateway Port and Logistics Park will experience substantial time savings with the Project. Table 6 shows the change in travel time to the London Gateway Port from each direction in 2030.

A.2.2 Table 7 shows the change in travel time from the London Gateway Port in each direction. The locations used are shown in Plate 1. In each table the time for the quickest route once the Project opens is shown. For some trips this is the existing route, but with the journey times enhanced, and for some trips the preferred route is changed and would use the Project because of the time savings and the shorter route it provides. Time changes for other destinations south of the River Thames for each of the LTAM forecast years are provided in Tables 8.17 to 8.22, 8.38 to 8.43, 8.59 to 8.64 and 8.80 to 8.85 of Combined Modelling and Appraisal Report Appendix C: Transport Forecasting Package [[APP-522](#)].

Plate A.1 Location of points used in Tables 6 and 7

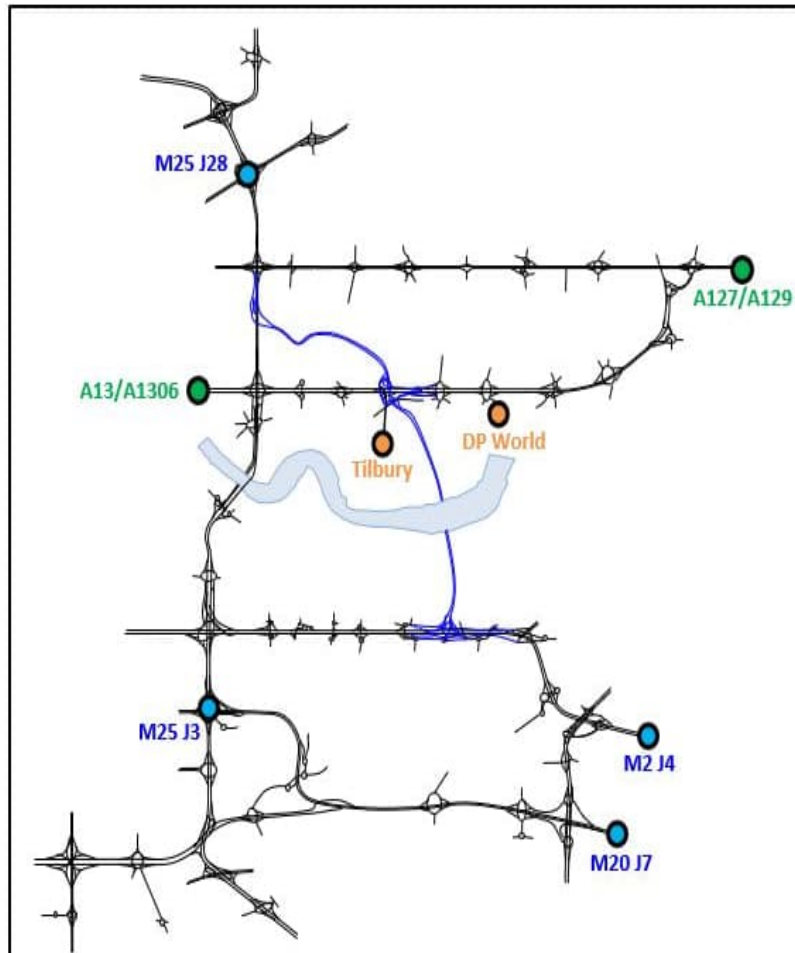


Table A.6 Journey times to DP World, 2030

| Origin | AM peak hour (07:00 - 08:00) | | | Average interpeak hour | | | PM peak hour (17:00 - 18:00) | | |
|---------------------|------------------------------|-------------------------------|--|------------------------|-------------------------------|--|------------------------------|-------------------------------|--|
| | Without the Project | With the Project (same route) | With the Project (via the Project / Orsett Cock) | Without the Project | With the Project (same route) | With the Project (via the Project / Orsett Cock) | Without the Project | With the Project (same route) | With the Project (via the Project / Orsett Cock) |
| Cars and LGV | | | | | | | | | |
| M25 J28 | 00:21:42 | - | 00:18:13 | 00:21:01 | - | 00:16:57 | 00:24:40 | - | 00:19:44 |
| M25 J3 | 00:30:51 | 00:24:52 | - | 00:29:21 | 00:24:06 | - | 00:32:39 | 00:26:58 | - |
| M2 J4 | 00:54:50 | - | 00:28:26 | 00:47:12 | - | 00:26:06 | 00:51:17 | - | 00:27:31 |
| M20 J7 | 00:56:15 | - | 00:37:25 | 00:47:13 | - | 00:30:13 | 00:50:57 | - | 00:33:50 |
| A13/A1306 | 00:16:13 | 00:16:07 | - | 00:16:08 | 00:15:34 | - | 00:19:43 | 00:20:28 | - |
| Tilbury | 00:12:39 | 00:13:59 | - | 00:12:13 | 00:12:12 | - | 00:12:37 | 00:13:28 | - |

| Origin | AM peak hour (07:00 - 08:00) | | | Average interpeak hour | | | PM peak hour (17:00 - 18:00) | | |
|------------|------------------------------|-------------------------------|--|------------------------|-------------------------------|--|------------------------------|-------------------------------|--|
| | Without the Project | With the Project (same route) | With the Project (via the Project / Orsett Cock) | Without the Project | With the Project (same route) | With the Project (via the Project / Orsett Cock) | Without the Project | With the Project (same route) | With the Project (via the Project / Orsett Cock) |
| A127/A129 | 00:21:31 | 00:22:24 | - | 00:16:13 | 00:16:54 | - | 00:16:31 | 00:17:40 | - |
| HGV | | | | | | | | | |
| M25 J28 | 00:23:42 | - | 00:20:42 | 00:23:01 | - | 00:19:26 | 00:26:39 | - | 00:22:13 |
| M25 J3 | 00:32:10 | 00:26:11 | - | 00:30:39 | 00:25:24 | - | 00:33:57 | 00:28:17 | - |
| M2 J4 | 00:59:17 | - | 00:33:12 | 00:51:39 | - | 00:30:52 | 00:55:44 | - | 00:32:17 |
| M20 J7 | 01:01:21 | - | 00:41:50 | 00:52:19 | - | 00:34:38 | 00:56:03 | - | 00:38:16 |
| A13/A1306 | 00:16:38 | 00:16:32 | - | 00:16:33 | 00:15:59 | - | 00:21:04 | 00:19:59 | - |
| Tilbury | 00:13:05 | 00:14:27 | - | 00:12:39 | 00:12:40 | - | 00:13:04 | 00:13:55 | - |
| A127/A129 | 00:22:12 | 00:23:05 | - | 00:16:54 | 00:17:35 | - | 00:17:11 | 00:18:21 | - |

Table A.7 Journey times from DP World, 2030

| Destination | AM peak hour (07:00 - 08:00) | | | Average interpeak hour | | | PM peak hour (17:00 - 18:00) | | |
|---------------------|------------------------------|-------------------------------|--|------------------------|-------------------------------|--|------------------------------|-------------------------------|--|
| | Without the Project | With the Project (same route) | With the Project (via the Project / Orsett Cock) | Without the Project | With the Project (same route) | With the Project (via the Project / Orsett Cock) | Without the Project | With the Project (same route) | With the Project (via the Project / Orsett Cock) |
| Cars and LGV | | | | | | | | | |
| M25 J28 | 00:27:26 | - | 00:20:09 | 00:23:03 | - | 00:17:25 | 00:24:48 | - | 00:18:38 |
| M25 J3 | 00:33:57 | 00:27:59 | - | 00:24:28 | 00:22:41 | - | 00:28:17 | 00:24:28 | - |
| M2 J4 | 00:46:29 | - | 00:25:55 | 00:38:19 | - | 00:24:25 | 00:47:23 | - | 00:28:09 |
| M20 J7 | 00:51:46 | - | 00:35:19 | 00:41:59 | - | 00:28:05 | 00:52:43 | - | 00:39:07 |
| A13/A1306 | 00:20:50 | 00:18:18 | - | 00:16:35 | 00:15:43 | - | 00:17:43 | 00:17:01 | - |
| Tilbury | 00:15:44 | 00:16:38 | - | 00:16:47 | 00:17:30 | - | 00:11:01 | 00:12:45 | - |
| A127/A129 | 00:17:32 | 00:18:11 | - | 00:16:56 | 00:17:28 | - | 00:19:16 | 00:22:22 | - |
| HGV | | | | | | | | | |
| M25 J28 | 00:29:31 | - | 00:22:29 | 00:25:09 | - | 00:19:45 | 00:26:53 | - | 00:20:59 |
| M25 J3 | 00:35:23 | 00:29:25 | - | 00:25:54 | 00:24:07 | - | 00:29:42 | 00:25:54 | - |
| M2 J4 | 00:51:06 | - | 00:30:24 | 00:42:55 | - | 00:28:54 | 00:51:59 | - | 00:32:38 |
| M20 J7 | 00:57:06 | - | 00:39:22 | 00:47:18 | - | 00:32:08 | 00:58:02 | - | 00:43:10 |
| A13/A1306 | 00:21:12 | 00:18:40 | - | 00:16:57 | 00:16:05 | - | 00:18:05 | 00:17:23 | - |
| Tilbury | 00:16:10 | 00:17:13 | - | 00:17:13 | 00:18:05 | - | 00:11:27 | 00:13:20 | - |
| A127/A129 | 00:18:11 | 00:18:49 | - | 00:17:35 | 00:18:07 | - | 00:19:55 | 00:23:01 | - |

- A.2.3 The comparison of travel times in Tables 6 and 7 show that journeys to London Gateway Port passing through M20 junction 7 and M2 junction 4 would have substantial time savings as a result of switching route to use the Project. In the 2030 AM peak hour HGVs would have a change in their travel time from M20 junction 7 to London Gateway Port from 61 minutes to 42 minutes, a saving of 19 minutes. From M25 junction 28 HGVs would have a change in journey time in 2030 AM peak hour, from 21 minutes 42 seconds to 18 minutes 13 seconds. For many journeys that remain on the same routes there would also be a reduction in travel times, for example for trips passing M25 junction 3.
- A.2.4 The journey times from London Gateway Port to the Port of Tilbury would increase very slightly as these vehicles would have to use the Orsett Cock junction rather than the dedicated off-slip that exists without the Project. The journey times to and from the east increase slightly due to the higher volumes of traffic on the A13 east of the Project when the Project opens. Given that the majority of trips to and from London Gateway Port travel along the M25, rather than going east into Essex, the overall reduction in travel times for vehicles travelling to/from London Gateway Port would be substantial.

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