

**Application by National Highways for an Order Granting Development Consent for the Lower Thames Crossing**

**Issue Specific Hearing 10 (ISH10)  
Traffic & Transportation**

**Date:** Tuesday 24 October 2023

**Venue:** Mercure Dartford Brands Hatch Hotel & MS Teams

**Action Points**

No	Party	Action	Deadline
1	Applicant	<b>Wider network impacts</b> To provide Modelling Reports and consultation responses in relation to the recent Orsett Cock Roundabout review, please include consideration of issues relating to those highlighted at the modelling workshop.	D6
2	DP World	<b>NPS Policy</b> To provide evidence of and reference(s) to National Policy Statement (NPS) policies to maintain free flow of vehicular traffic to ports.	D6
3	Applicant	<b>NPS Policy and RIS relationship</b> To provide clarity in policy terms as to why LTC is not dealing with expected, possible or foreseeable issues on the local highway network, such as Blue Bell Hill. Additionally, provide clarity on what would be dealt with by the Road Investment Strategy process (RIS), by other DfT funds and by local funds, and the justification for this approach.	D6
4	Applicant	<b>Modelling matters</b> Confirmation that there are to be no further modelling submissions later than D7.  Provide information on the ASDA Construction Model and the resultant comments received from other Interested Parties.	D6  D6
5	Applicant	<b>Silvertown Tunnel approach</b> On a without prejudice basis, a provision to be drafted for possible inclusion in the dDCO to provide a process or methodology to manage future issues identified during LTC operation	D6

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		as a consequence of monitoring, drawing on the Silvertown DCO model.	
6	TfL All Interested Parties	<b>Silvertown Tunnel approach: drafting / ambiguity removal</b> Provide an explanation of the use of the wording “Unacceptable impact”, its definition or the triggers where this wording is appropriate as opposed to a situation which could be considered as a ‘severe inconvenience’. What could be specified to make a trigger point to enable further work investigation and how is this secured?	D6
7	All Interested Parties	<b>Network North implementation</b> The UK Government has published Command Paper 946: “ <a href="#">Network North: Transforming British Transport</a> ” (October 2023). Please provide comments on policy changes and new commitments arising from this policy which give rise to potential effects on the LTC project.	D6, with comments at D7
8	Mr Mike Holland, Mr Tom Benton, Mr Jeremy Finnis (for the Cole Family)	<b>Photographs: damage to agricultural land</b> Please provide copies of photographic evidence relating to damage to agricultural land arising from bridleway access, presented in ISH10.	D6
9	Mr Mike Holland, Mr Tom Benton, Mr Jeremy Finnis	<b>Post hearing submissions</b> Provide a plan with an associated table identifying which public rights of way (PROWs) identified by number you do not agree should become established as or upgraded to bridleways. Please clarify if the designation of ‘footpath’ and/or ‘cycleway’ is acceptable at those locations. LTC application plans may be annotated for this purpose.	D6
10	Applicant	<b>WCH/NMU routes</b> Provide commentary as to why new provision for walkers, cyclists and horse riders (WCH) or non-motorised users (NMU), [referred to in the remainder of this note as NMU] routes are required, and why in the specific locations proposed, and a commentary on the adequacy of engagement and how the issues raised in consultation with the various landowners have been considered in the decision-making process, particularly highlighting where the designation is contrary to the landowners’	D6

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		wishes and summarising the balancing decision that led to this outcome.	
11	All landowners, Landowner Agents, Highway Authorities and others who are responsible for PROWs	<b>Bridleway best practice</b> Provide documentation / photographic examples of best practice management of bridleways in relation to reducing use by inappropriate persons and vehicles accessing such routes.	D6
12	Applicant	<b>PROW closures and diversions: Route plan</b> 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.	D6
13	Applicant/ LB Havering	<b>Optioneering report</b> Provide the FP146 north optioneering meeting information and results.	D6
14	Applicant	<b>Active Travel England: The second cycling and walking investment strategy (CWIS2)</b> Please provide a commentary on how the proposals for the LTC project assist in meeting the objectives detailed in <a href="#">CWIS2</a> .	D6
15	Applicant and Local Highway Authorities	<b>Active Travel England: capital programme</b> To the extent that <a href="#">Active Travel England</a> (ATE) has been established as a Government Agency with a remit and strategy to promote and improve active travel (cycling, walking and equivalent active modes), is there any contribution available that might fund NMU network value-adding measures (for example, such as but not limited to the provision of a new walking route adjacent to Folkes Lane, Upminster as identified by LB Havering).	D6