

Lower Thames Crossing

9.152 Responses to the Examining Authority's ExQ2 Appendix B – 4 Traffic & Transportation

Infrastructure Planning (Examination
Procedure) Rules 2010

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1 Introduction

1.1 Introduction

- 1.1.1 This document has been prepared by the Applicant to set out its responses to the ExQ2 - Examining Authority's (ExA's) written questions and requests for information (ExQ2) [[PD-040](#)].
- 1.1.2 These can be found in Tables set out under the following headings:
- a. Climate Change and carbon emissions (Found in Appendix A)
 - b. Traffic and transportation (Found in Appendix B)
 - c. Air quality (Found in Appendix C)
 - d. Geology and soils (Found in Appendix D)
 - e. Tunnelling considerations (Found in Appendix D)
 - f. Waste and materials (Found in Appendix D)
 - g. Noise and vibration (Found in Appendix E)
 - h. Road Drainage, water environment and flooding (Found in Appendix F)
 - i. Biodiversity (Found in Appendix G)
 - j. Physical effects of development and operation (Found in Appendix H)
 - k. Social, economic and land-use considerations (Found in Appendix I)
 - l. The acquisition and temporary possession of land and rights (Found in Appendix J)
 - m. General overarching questions (Found in Appendix J)

2 Responses to the Examining Authority's ExQ2 4

| PINS ID | Question to: | Question / Response |
|-------------|--------------------------------|--|
| ExQ2_Q4.1.1 | Thurrock Council/ Applicant | <p>A128 future development</p> <p>References have been made to additional planned developments along the A128 north of the Orsett Cock Junction. To the extent that these are relied upon as providing a basis for the design capacity of the junction as proposed, Thurrock Council is asked to provide a tabulated list of the developments, describing their stage in the development process (eg local plan allocation, planning application submitted, planning permission granted, under construction etc.) and summarising the traffic implications for the junction arising from them. The Applicant is requested provide observations on this table at Deadline 7.</p> |
| | | <p>Response:</p> <p>The Applicant awaits the tabulated list of development from Thurrock Council, including their stage in the development process and summary of the traffic implications for the junction arising from them. As requested, the Applicant will provide observations on this table at Deadline 7.</p> |
| ExQ2_Q4.1.2 | Applicant | <p>NTEM 8 sensitivity test</p> <p>In the NTEM 8 and Common Analytical Scenarios [REP3-145] document submitted at D3, the Applicant chose to compare the 2030 v7.2 flows with 2032 v8 flows. Can the Applicant explain the rationale for this and whether there would have been a materially different result if a 2030 assessment year had been used?</p> |
| | | <p>Response:</p> <p>The rationale for presenting a comparison between 2030 TEMPro 7.2 flows against 2032 TEMPro 8 flows within NTEM 8 and Common Analytical Scenarios [REP3-145] was to demonstrate the combined effect of elements of the assessment that had changed since the original modelling submitted with the Development Consent Order (DCO) application was undertaken on the core scenario and for each of the Common Analytical Scenarios. The comparisons of the CAS presented in this report show that the variation from the core scenario presented within the DCO application would be small and would not affect the case for the Project.</p> <p>The changes were to the National Trip End Model (NTEM) version (from 7.2 to 8), revised traffic forecasts for goods vehicles (National Road Traffic Forecasts (NRTF) 181 to National Road Traffic Projections (NRTP)</p> |

¹ Department for Transport (2018). Road Traffic Forecasts 2018. <https://www.gov.uk/government/publications/road-traffic-forecasts-2018>

| PINS ID | Question to: | Question / Response |
|---------|--------------|---|
| | | <p>222) and to take into account the change in opening year (as a result of the Written Ministerial Statement of 9 March 2023). The report also included revised coding of the network to incorporate an updated dataset of records of existing traffic restrictions, including bans on vehicles of specific weight, on the highway network. This new dataset allowed for the more accurate inclusion of Heavy Goods Vehicle (HGV) bans across the modelled area.</p> <p>As shown in Table 7, there is little difference between the traffic growth forecasts in 2030 irrespective of whether NTEM 7.2 and NRTF 18 or NTEM 8 and NRTP 22 growth factors are used.</p> <p>The impact of the change from NTEM 7.2 traffic growth factors for cars and NRTF 18 growth factors for goods vehicles to NTEM 8 traffic growth factors for cars and NRTP 22 growth factors for goods vehicles, with a common opening year of 2030 and design year of 2045 can be seen by comparing the forecast flows from Scenario 1 with those for Scenario 2. This is shown in Table 1 to Table 6. These are comparable with the same tables comparing Scenario 1 with Scenario 4 which are presented in Tables 4.1 to 4.6 in NTEM 8 and Common Analytical Scenarios [REP3-145].</p> |

² Department for Transport (2022). National Road Traffic Projections 2022. <https://www.gov.uk/government/publications/national-road-traffic-projections>

| PINS ID | Question to: | Question / Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|---|-----------------------|-------------|-------|-------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|-----|-----|----|-----------------------------|--|--|-------|------|------|------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|----|----|---|-----------------------------|--|--|-------|------|------|------|----------|-------------|------|-----------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-----|-------|-------|-----------|------------------|------|-------|-----|-------|-------|-------------------------|--|--|------|----|----|-----|-----------------------------|--|--|-------|------|------|-------|
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| Model ID | Description | Year | | | | Dartford Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Cars | LGVs | HGVs | Total, PCUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49 | TEMPro 7.2 DM | 2030 | 7,210 | 3,110 | 5,700 | 16,020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49_T8C2 | TEMPro 8 DM Core | 2030 | 6,970 | 3,230 | 5,860 | 16,060 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -240 | 119 | 159 | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -3.3% | 3.8% | 2.8% | 0.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72 | TEMPro 7.2 DS | 2030 | 6,640 | 2,550 | 4,090 | 13,280 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2030 | 6,460 | 2,640 | 4,180 | 13,280 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -179 | 96 | 86 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -2.7% | 3.8% | 2.1% | 0.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Model ID | Description | Year | Lower Thames Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| CS72 | TEMPro 7.2 DS | 2030 | 5,060 | 880 | 2,100 | 8,040 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2030 | 4,890 | 920 | 2,190 | 8,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -170 | 38 | 91 | -41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -3.4% | 4.3% | 4.3% | -0.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| PINS ID | Question to: | Question / Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|---|-----------------------|-------------|-------|-------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|-----|-----|----|-----------------------------|--|--|-------|------|------|------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|-----|----|-----|-----------------------------|--|--|-------|------|------|-------|----------|-------------|------|-----------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-------|-------|-------|-----------|------------------|------|-------|-------|-------|-------|-------------------------|--|--|------|----|----|------|-----------------------------|--|--|-------|------|------|-------|
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| Model ID | Description | Year | | | | Dartford Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Cars | LGVs | HGVs | Total, PCUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49 | TEMPro 7.2 DM | 2045 | 7,300 | 3,440 | 5,520 | 16,260 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49_T8C2 | TEMPro 8 DM Core | 2045 | 7,010 | 3,600 | 5,690 | 16,300 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -293 | 165 | 173 | 45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -4.0% | 4.8% | 3.1% | 0.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72 | TEMPro 7.2 DS | 2045 | 7,500 | 2,960 | 4,410 | 14,870 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2045 | 7,190 | 3,090 | 4,500 | 14,780 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -305 | 127 | 90 | -88 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -4.1% | 4.3% | 2.0% | -0.6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Model ID | Description | Year | Lower Thames Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Cars | LGVs | HGVs | Total, PCUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72 | TEMPro 7.2 DS | 2045 | 5,800 | 1,040 | 2,110 | 8,940 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2045 | 5,490 | 1,100 | 2,200 | 8,790 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -306 | 56 | 94 | -156 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -5.3% | 5.4% | 4.5% | -1.7% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| PINS ID | Question to: | Question / Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|---|-----------------------|-------------|-------|-------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|----|-----|----|-----------------------------|--|--|-------|------|------|------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|----|-----|---|-----------------------------|--|--|-------|------|------|------|----------|-------------|------|-----------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-----|-------|-------|-----------|------------------|------|-------|-----|-------|-------|-------------------------|--|--|------|----|----|-----|-----------------------------|--|--|-------|------|------|-------|
| | | <p style="text-align: center;">Table 3 Comparison of cross river flow, opening year, IP Peak Hour</p> <table border="1"> <thead> <tr> <th rowspan="2">Model ID</th> <th rowspan="2">Description</th> <th rowspan="2">Year</th> <th colspan="4">Dartford Crossing</th> </tr> <tr> <th>Cars</th> <th>LGVs</th> <th>HGVs</th> <th>Total, PCUs</th> </tr> </thead> <tbody> <tr> <td>CM49</td> <td>TEMPro 7.2 DM</td> <td>2030</td> <td>6,330</td> <td>1,760</td> <td>6,310</td> <td>14,410</td> </tr> <tr> <td>CM49_T8C2</td> <td>TEMPro 8 DM Core</td> <td>2030</td> <td>6,100</td> <td>1,830</td> <td>6,510</td> <td>14,450</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-230</td> <td>68</td> <td>200</td> <td>38</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-3.6%</td> <td>3.9%</td> <td>3.2%</td> <td>0.3%</td> </tr> <tr> <td>CS72</td> <td>TEMPro 7.2 DS</td> <td>2030</td> <td>5,410</td> <td>1,350</td> <td>4,010</td> <td>10,780</td> </tr> <tr> <td>CS72_T8C2</td> <td>TEMPro 8 DS Core</td> <td>2030</td> <td>5,240</td> <td>1,410</td> <td>4,140</td> <td>10,780</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-173</td> <td>51</td> <td>124</td> <td>2</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-3.2%</td> <td>3.8%</td> <td>3.1%</td> <td>0.0%</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th rowspan="2">Model ID</th> <th rowspan="2">Description</th> <th rowspan="2">Year</th> <th colspan="4">Lower Thames Crossing</th> </tr> <tr> <th>Cars</th> <th>LGVs</th> <th>HGVs</th> <th>Total, PCUs</th> </tr> </thead> <tbody> <tr> <td>CS72</td> <td>TEMPro 7.2 DS</td> <td>2030</td> <td>3,510</td> <td>490</td> <td>2,500</td> <td>6,510</td> </tr> <tr> <td>CS72_T8C2</td> <td>TEMPro 8 DS Core</td> <td>2030</td> <td>3,380</td> <td>510</td> <td>2,600</td> <td>6,490</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-135</td> <td>21</td> <td>94</td> <td>-20</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-3.8%</td> <td>4.3%</td> <td>3.8%</td> <td>-0.3%</td> </tr> </tbody> </table> | Model ID | Description | Year | Dartford Crossing | | | | Cars | LGVs | HGVs | Total, PCUs | CM49 | TEMPro 7.2 DM | 2030 | 6,330 | 1,760 | 6,310 | 14,410 | CM49_T8C2 | TEMPro 8 DM Core | 2030 | 6,100 | 1,830 | 6,510 | 14,450 | Change in flows, actual | | | -230 | 68 | 200 | 38 | Change in flows, percentage | | | -3.6% | 3.9% | 3.2% | 0.3% | CS72 | TEMPro 7.2 DS | 2030 | 5,410 | 1,350 | 4,010 | 10,780 | CS72_T8C2 | TEMPro 8 DS Core | 2030 | 5,240 | 1,410 | 4,140 | 10,780 | Change in flows, actual | | | -173 | 51 | 124 | 2 | Change in flows, percentage | | | -3.2% | 3.8% | 3.1% | 0.0% | Model ID | Description | Year | Lower Thames Crossing | | | | Cars | LGVs | HGVs | Total, PCUs | CS72 | TEMPro 7.2 DS | 2030 | 3,510 | 490 | 2,500 | 6,510 | CS72_T8C2 | TEMPro 8 DS Core | 2030 | 3,380 | 510 | 2,600 | 6,490 | Change in flows, actual | | | -135 | 21 | 94 | -20 | Change in flows, percentage | | | -3.8% | 4.3% | 3.8% | -0.3% |
| Model ID | Description | Year | | | | Dartford Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Cars | LGVs | HGVs | Total, PCUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49 | TEMPro 7.2 DM | 2030 | 6,330 | 1,760 | 6,310 | 14,410 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49_T8C2 | TEMPro 8 DM Core | 2030 | 6,100 | 1,830 | 6,510 | 14,450 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -230 | 68 | 200 | 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -3.6% | 3.9% | 3.2% | 0.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72 | TEMPro 7.2 DS | 2030 | 5,410 | 1,350 | 4,010 | 10,780 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2030 | 5,240 | 1,410 | 4,140 | 10,780 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -173 | 51 | 124 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -3.2% | 3.8% | 3.1% | 0.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Model ID | Description | Year | Lower Thames Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Cars | LGVs | HGVs | Total, PCUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72 | TEMPro 7.2 DS | 2030 | 3,510 | 490 | 2,500 | 6,510 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2030 | 3,380 | 510 | 2,600 | 6,490 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -135 | 21 | 94 | -20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -3.8% | 4.3% | 3.8% | -0.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| PINS ID | Question to: | Question / Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|---|-----------------------|-------------|-------|-------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|----|-----|-----|-----------------------------|--|--|-------|------|------|-------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|----|----|------|-----------------------------|--|--|-------|------|------|-------|----------|-------------|------|-----------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-----|-------|-------|-----------|------------------|------|-------|-----|-------|-------|-------------------------|--|--|------|----|-----|------|-----------------------------|--|--|-------|------|------|-------|
| | | <p style="text-align: center;">Table 4 Comparison of cross river flow, design year, IP Peak Hour</p> <table border="1"> <thead> <tr> <th rowspan="2">Model ID</th> <th rowspan="2">Description</th> <th rowspan="2">Year</th> <th colspan="4">Dartford Crossing</th> </tr> <tr> <th>Cars</th> <th>LGVs</th> <th>HGVs</th> <th>Total, PCUs</th> </tr> </thead> <tbody> <tr> <td>CM49</td> <td>TEMPro 7.2 DM</td> <td>2045</td> <td>7,040</td> <td>2,010</td> <td>6,610</td> <td>15,660</td> </tr> <tr> <td>CM49_T8C2</td> <td>TEMPro 8 DM Core</td> <td>2045</td> <td>6,650</td> <td>2,110</td> <td>6,820</td> <td>15,580</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-387</td> <td>96</td> <td>211</td> <td>-80</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-5.5%</td> <td>4.8%</td> <td>3.2%</td> <td>-0.5%</td> </tr> <tr> <td>CS72</td> <td>TEMPro 7.2 DS</td> <td>2045</td> <td>6,590</td> <td>1,620</td> <td>4,560</td> <td>12,770</td> </tr> <tr> <td>CS72_T8C2</td> <td>TEMPro 8 DS Core</td> <td>2045</td> <td>6,230</td> <td>1,680</td> <td>4,630</td> <td>12,550</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-359</td> <td>67</td> <td>66</td> <td>-226</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-5.4%</td> <td>4.1%</td> <td>1.4%</td> <td>-1.8%</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th rowspan="2">Model ID</th> <th rowspan="2">Description</th> <th rowspan="2">Year</th> <th colspan="4">Lower Thames Crossing</th> </tr> <tr> <th>Cars</th> <th>LGVs</th> <th>HGVs</th> <th>Total, PCUs</th> </tr> </thead> <tbody> <tr> <td>CS72</td> <td>TEMPro 7.2 DS</td> <td>2045</td> <td>4,530</td> <td>590</td> <td>2,470</td> <td>7,590</td> </tr> <tr> <td>CS72_T8C2</td> <td>TEMPro 8 DS Core</td> <td>2045</td> <td>4,200</td> <td>620</td> <td>2,620</td> <td>7,440</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-333</td> <td>30</td> <td>150</td> <td>-153</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-7.4%</td> <td>5.1%</td> <td>6.1%</td> <td>-2.0%</td> </tr> </tbody> </table> | Model ID | Description | Year | Dartford Crossing | | | | Cars | LGVs | HGVs | Total, PCUs | CM49 | TEMPro 7.2 DM | 2045 | 7,040 | 2,010 | 6,610 | 15,660 | CM49_T8C2 | TEMPro 8 DM Core | 2045 | 6,650 | 2,110 | 6,820 | 15,580 | Change in flows, actual | | | -387 | 96 | 211 | -80 | Change in flows, percentage | | | -5.5% | 4.8% | 3.2% | -0.5% | CS72 | TEMPro 7.2 DS | 2045 | 6,590 | 1,620 | 4,560 | 12,770 | CS72_T8C2 | TEMPro 8 DS Core | 2045 | 6,230 | 1,680 | 4,630 | 12,550 | Change in flows, actual | | | -359 | 67 | 66 | -226 | Change in flows, percentage | | | -5.4% | 4.1% | 1.4% | -1.8% | Model ID | Description | Year | Lower Thames Crossing | | | | Cars | LGVs | HGVs | Total, PCUs | CS72 | TEMPro 7.2 DS | 2045 | 4,530 | 590 | 2,470 | 7,590 | CS72_T8C2 | TEMPro 8 DS Core | 2045 | 4,200 | 620 | 2,620 | 7,440 | Change in flows, actual | | | -333 | 30 | 150 | -153 | Change in flows, percentage | | | -7.4% | 5.1% | 6.1% | -2.0% |
| Model ID | Description | Year | | | | Dartford Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Cars | LGVs | HGVs | Total, PCUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49 | TEMPro 7.2 DM | 2045 | 7,040 | 2,010 | 6,610 | 15,660 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49_T8C2 | TEMPro 8 DM Core | 2045 | 6,650 | 2,110 | 6,820 | 15,580 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -387 | 96 | 211 | -80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -5.5% | 4.8% | 3.2% | -0.5% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72 | TEMPro 7.2 DS | 2045 | 6,590 | 1,620 | 4,560 | 12,770 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2045 | 6,230 | 1,680 | 4,630 | 12,550 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -359 | 67 | 66 | -226 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -5.4% | 4.1% | 1.4% | -1.8% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Model ID | Description | Year | Lower Thames Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Cars | LGVs | HGVs | Total, PCUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72 | TEMPro 7.2 DS | 2045 | 4,530 | 590 | 2,470 | 7,590 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2045 | 4,200 | 620 | 2,620 | 7,440 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -333 | 30 | 150 | -153 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -7.4% | 5.1% | 6.1% | -2.0% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| PINS ID | Question to: | Question / Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|---|-----------------------|-------------|-------|-------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|----|-----|----|-----------------------------|--|--|-------|------|------|------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|----|----|-----|-----------------------------|--|--|-------|------|------|-------|----------|-------------|------|-----------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-----|-------|-------|-----------|------------------|------|-------|-----|-------|-------|-------------------------|--|--|------|----|----|-----|-----------------------------|--|--|-------|------|------|-------|
| | | <p style="text-align: center;">Table 5 Comparison of cross river flow, opening year, PM Peak Hour</p> <table border="1"> <thead> <tr> <th rowspan="2">Model ID</th> <th rowspan="2">Description</th> <th rowspan="2">Year</th> <th colspan="4">Dartford Crossing</th> </tr> <tr> <th>Cars</th> <th>LGVs</th> <th>HGVs</th> <th>Total, PCUs</th> </tr> </thead> <tbody> <tr> <td>CM49</td> <td>TEMPro 7.2 DM</td> <td>2030</td> <td>9,230</td> <td>2,060</td> <td>4,020</td> <td>15,310</td> </tr> <tr> <td>CM49_T8C2</td> <td>TEMPro 8 DM Core</td> <td>2030</td> <td>9,040</td> <td>2,140</td> <td>4,160</td> <td>15,330</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-198</td> <td>81</td> <td>136</td> <td>19</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-2.1%</td> <td>3.9%</td> <td>3.4%</td> <td>0.1%</td> </tr> <tr> <td>CS72</td> <td>TEMPro 7.2 DS</td> <td>2030</td> <td>7,830</td> <td>1,620</td> <td>2,580</td> <td>12,020</td> </tr> <tr> <td>CS72_T8C2</td> <td>TEMPro 8 DS Core</td> <td>2030</td> <td>7,670</td> <td>1,670</td> <td>2,650</td> <td>11,990</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-154</td> <td>53</td> <td>71</td> <td>-30</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-2.0%</td> <td>3.3%</td> <td>2.8%</td> <td>-0.2%</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th rowspan="2">Model ID</th> <th rowspan="2">Description</th> <th rowspan="2">Year</th> <th colspan="4">Lower Thames Crossing</th> </tr> <tr> <th>Cars</th> <th>LGVs</th> <th>HGVs</th> <th>Total, PCUs</th> </tr> </thead> <tbody> <tr> <td>CS72</td> <td>TEMPro 7.2 DS</td> <td>2030</td> <td>5,880</td> <td>550</td> <td>1,550</td> <td>7,990</td> </tr> <tr> <td>CS72_T8C2</td> <td>TEMPro 8 DS Core</td> <td>2030</td> <td>5,730</td> <td>590</td> <td>1,620</td> <td>7,940</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-155</td> <td>33</td> <td>74</td> <td>-48</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-2.6%</td> <td>5.9%</td> <td>4.8%</td> <td>-0.6%</td> </tr> </tbody> </table> | Model ID | Description | Year | Dartford Crossing | | | | Cars | LGVs | HGVs | Total, PCUs | CM49 | TEMPro 7.2 DM | 2030 | 9,230 | 2,060 | 4,020 | 15,310 | CM49_T8C2 | TEMPro 8 DM Core | 2030 | 9,040 | 2,140 | 4,160 | 15,330 | Change in flows, actual | | | -198 | 81 | 136 | 19 | Change in flows, percentage | | | -2.1% | 3.9% | 3.4% | 0.1% | CS72 | TEMPro 7.2 DS | 2030 | 7,830 | 1,620 | 2,580 | 12,020 | CS72_T8C2 | TEMPro 8 DS Core | 2030 | 7,670 | 1,670 | 2,650 | 11,990 | Change in flows, actual | | | -154 | 53 | 71 | -30 | Change in flows, percentage | | | -2.0% | 3.3% | 2.8% | -0.2% | Model ID | Description | Year | Lower Thames Crossing | | | | Cars | LGVs | HGVs | Total, PCUs | CS72 | TEMPro 7.2 DS | 2030 | 5,880 | 550 | 1,550 | 7,990 | CS72_T8C2 | TEMPro 8 DS Core | 2030 | 5,730 | 590 | 1,620 | 7,940 | Change in flows, actual | | | -155 | 33 | 74 | -48 | Change in flows, percentage | | | -2.6% | 5.9% | 4.8% | -0.6% |
| Model ID | Description | Year | | | | Dartford Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Cars | LGVs | HGVs | Total, PCUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49 | TEMPro 7.2 DM | 2030 | 9,230 | 2,060 | 4,020 | 15,310 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49_T8C2 | TEMPro 8 DM Core | 2030 | 9,040 | 2,140 | 4,160 | 15,330 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -198 | 81 | 136 | 19 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -2.1% | 3.9% | 3.4% | 0.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72 | TEMPro 7.2 DS | 2030 | 7,830 | 1,620 | 2,580 | 12,020 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2030 | 7,670 | 1,670 | 2,650 | 11,990 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -154 | 53 | 71 | -30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -2.0% | 3.3% | 2.8% | -0.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Model ID | Description | Year | Lower Thames Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Cars | LGVs | HGVs | Total, PCUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72 | TEMPro 7.2 DS | 2030 | 5,880 | 550 | 1,550 | 7,990 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2030 | 5,730 | 590 | 1,620 | 7,940 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -155 | 33 | 74 | -48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -2.6% | 5.9% | 4.8% | -0.6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| PINS ID | Question to: | Question / Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|------------------|--|-----------------------|-------------|-------|-------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|-----|-----|-----|-----------------------------|--|--|-------|------|------|-------|------|---------------|------|-------|-------|-------|--------|-----------|------------------|------|-------|-------|-------|--------|-------------------------|--|--|------|----|----|------|-----------------------------|--|--|-------|------|------|-------|----------|-------------|------|-----------------------|--|--|--|------|------|------|-------------|------|---------------|------|-------|-----|-------|-------|-----------|------------------|------|-------|-----|-------|-------|-------------------------|--|--|------|----|----|------|-----------------------------|--|--|-------|------|------|-------|
| | | <p style="text-align: center;">Table 6 Comparison of cross river flow, design year, PM Peak Hour</p> <table border="1"> <thead> <tr> <th rowspan="2">Model ID</th> <th rowspan="2">Description</th> <th rowspan="2">Year</th> <th colspan="4">Dartford Crossing</th> </tr> <tr> <th>Cars</th> <th>LGVs</th> <th>HGVs</th> <th>Total, PCUs</th> </tr> </thead> <tbody> <tr> <td>CM49</td> <td>TEMPro 7.2 DM</td> <td>2045</td> <td>9,740</td> <td>2,350</td> <td>4,190</td> <td>16,280</td> </tr> <tr> <td>CM49_T8C2</td> <td>TEMPro 8 DM Core</td> <td>2045</td> <td>9,440</td> <td>2,460</td> <td>4,320</td> <td>16,220</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-305</td> <td>115</td> <td>136</td> <td>-54</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-3.1%</td> <td>4.9%</td> <td>3.2%</td> <td>-0.3%</td> </tr> <tr> <td>CS72</td> <td>TEMPro 7.2 DS</td> <td>2045</td> <td>8,840</td> <td>1,870</td> <td>2,830</td> <td>13,540</td> </tr> <tr> <td>CS72_T8C2</td> <td>TEMPro 8 DS Core</td> <td>2045</td> <td>8,580</td> <td>1,920</td> <td>2,890</td> <td>13,400</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-263</td> <td>53</td> <td>64</td> <td>-146</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-3.0%</td> <td>2.8%</td> <td>2.3%</td> <td>-1.1%</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th rowspan="2">Model ID</th> <th rowspan="2">Description</th> <th rowspan="2">Year</th> <th colspan="4">Lower Thames Crossing</th> </tr> <tr> <th>Cars</th> <th>LGVs</th> <th>HGVs</th> <th>Total, PCUs</th> </tr> </thead> <tbody> <tr> <td>CS72</td> <td>TEMPro 7.2 DS</td> <td>2045</td> <td>6,690</td> <td>640</td> <td>1,500</td> <td>8,830</td> </tr> <tr> <td>CS72_T8C2</td> <td>TEMPro 8 DS Core</td> <td>2045</td> <td>6,370</td> <td>690</td> <td>1,590</td> <td>8,640</td> </tr> <tr> <td colspan="3">Change in flows, actual</td> <td>-315</td> <td>44</td> <td>85</td> <td>-186</td> </tr> <tr> <td colspan="3">Change in flows, percentage</td> <td>-4.7%</td> <td>6.9%</td> <td>5.7%</td> <td>-2.1%</td> </tr> </tbody> </table> <p>The traffic growth forecasts are slightly lower for cars in the TEMPro 8 core scenario than in the TEMPro 7.2 forecasts. This is offset by the growth factors for goods vehicles generally being higher in the National Road Traffic Projections 2022³ than in the Road Traffic Forecasts 2018⁴.</p> <p>Table 7 shows the percentage change in total traffic flows at the Dartford Crossing and the Lower Thames Crossing when the only change in the traffic modelling is the use of NTEM 8 and NRTP 22 rather than NTEM 7.2 and NRTF 18. This is summarised from Tables 1 to 6. A positive value shows where the NTEM 8 / NRTP 22 traffic forecasts are higher than the NTEM 7.2 / NRTF 18 forecasts.</p> | Model ID | Description | Year | Dartford Crossing | | | | Cars | LGVs | HGVs | Total, PCUs | CM49 | TEMPro 7.2 DM | 2045 | 9,740 | 2,350 | 4,190 | 16,280 | CM49_T8C2 | TEMPro 8 DM Core | 2045 | 9,440 | 2,460 | 4,320 | 16,220 | Change in flows, actual | | | -305 | 115 | 136 | -54 | Change in flows, percentage | | | -3.1% | 4.9% | 3.2% | -0.3% | CS72 | TEMPro 7.2 DS | 2045 | 8,840 | 1,870 | 2,830 | 13,540 | CS72_T8C2 | TEMPro 8 DS Core | 2045 | 8,580 | 1,920 | 2,890 | 13,400 | Change in flows, actual | | | -263 | 53 | 64 | -146 | Change in flows, percentage | | | -3.0% | 2.8% | 2.3% | -1.1% | Model ID | Description | Year | Lower Thames Crossing | | | | Cars | LGVs | HGVs | Total, PCUs | CS72 | TEMPro 7.2 DS | 2045 | 6,690 | 640 | 1,500 | 8,830 | CS72_T8C2 | TEMPro 8 DS Core | 2045 | 6,370 | 690 | 1,590 | 8,640 | Change in flows, actual | | | -315 | 44 | 85 | -186 | Change in flows, percentage | | | -4.7% | 6.9% | 5.7% | -2.1% |
| Model ID | Description | Year | | | | Dartford Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Cars | LGVs | HGVs | Total, PCUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49 | TEMPro 7.2 DM | 2045 | 9,740 | 2,350 | 4,190 | 16,280 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CM49_T8C2 | TEMPro 8 DM Core | 2045 | 9,440 | 2,460 | 4,320 | 16,220 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -305 | 115 | 136 | -54 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -3.1% | 4.9% | 3.2% | -0.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72 | TEMPro 7.2 DS | 2045 | 8,840 | 1,870 | 2,830 | 13,540 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2045 | 8,580 | 1,920 | 2,890 | 13,400 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -263 | 53 | 64 | -146 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -3.0% | 2.8% | 2.3% | -1.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Model ID | Description | Year | Lower Thames Crossing | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | Cars | LGVs | HGVs | Total, PCUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72 | TEMPro 7.2 DS | 2045 | 6,690 | 640 | 1,500 | 8,830 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CS72_T8C2 | TEMPro 8 DS Core | 2045 | 6,370 | 690 | 1,590 | 8,640 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, actual | | | -315 | 44 | 85 | -186 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Change in flows, percentage | | | -4.7% | 6.9% | 5.7% | -2.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

³ Department for Transport (2022). National Road Traffic Projections 2022. <https://www.gov.uk/government/publications/national-road-traffic-projections>

⁴ Department for Transport (2018). Road Traffic Forecasts 2018. <https://www.gov.uk/government/publications/road-traffic-forecasts-2018>

| PINS ID | Question to: | Question / Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|------------------------------------|--|----------------|--------------|--------------|----------------|--------------|------|------------------------------------|------|------|------|---------------------------------|------|------|-------|-----------------------|-------|-------|-------|------|------------------------------------|------|-------|-------|---------------------------------|-------|-------|-------|-----------------------|-------|-------|-------|
| | | <p>The greatest change is at the Lower Thames Crossing in 2045 in the PM peak hour where the traffic forecast is 2.1% lower with the change in traffic growth forecasts. This shows that there is not a materially different result in traffic flows as a result of the change in the Department for Transport's traffic growth forecasts published in November and December 2022.</p> <p style="text-align: center;">Table 7 Change in total flows in 2030 and 2045 with alternative traffic growth factors</p> <table border="1" data-bbox="611 448 2018 820"> <thead> <tr> <th data-bbox="611 448 862 528">Year</th> <th data-bbox="862 448 1417 528">Scenario</th> <th data-bbox="1417 448 1630 528">AM Peak Hour</th> <th data-bbox="1630 448 1845 528">Interpeak Hour</th> <th data-bbox="1845 448 2018 528">PM Peak Hour</th> </tr> </thead> <tbody> <tr> <td data-bbox="611 528 862 675" rowspan="3">2030</td> <td data-bbox="862 528 1417 576">Dartford Crossing, without Project</td> <td data-bbox="1417 528 1630 576">0.2%</td> <td data-bbox="1630 528 1845 576">0.3%</td> <td data-bbox="1845 528 2018 576">0.1%</td> </tr> <tr> <td data-bbox="862 576 1417 624">Dartford Crossing, with Project</td> <td data-bbox="1417 576 1630 624">0.0%</td> <td data-bbox="1630 576 1845 624">0.0%</td> <td data-bbox="1845 576 2018 624">-0.2%</td> </tr> <tr> <td data-bbox="862 624 1417 675">Lower Thames Crossing</td> <td data-bbox="1417 624 1630 675">-0.5%</td> <td data-bbox="1630 624 1845 675">-0.3%</td> <td data-bbox="1845 624 2018 675">-0.6%</td> </tr> <tr> <td data-bbox="611 675 862 820" rowspan="3">2045</td> <td data-bbox="862 675 1417 722">Dartford Crossing, without Project</td> <td data-bbox="1417 675 1630 722">0.3%</td> <td data-bbox="1630 675 1845 722">-0.5%</td> <td data-bbox="1845 675 2018 722">-0.3%</td> </tr> <tr> <td data-bbox="862 722 1417 770">Dartford Crossing, with Project</td> <td data-bbox="1417 722 1630 770">-0.6%</td> <td data-bbox="1630 722 1845 770">-1.8%</td> <td data-bbox="1845 722 2018 770">-1.1%</td> </tr> <tr> <td data-bbox="862 770 1417 820">Lower Thames Crossing</td> <td data-bbox="1417 770 1630 820">-1.7%</td> <td data-bbox="1630 770 1845 820">-2.0%</td> <td data-bbox="1845 770 2018 820">-2.1%</td> </tr> </tbody> </table> | Year | Scenario | AM Peak Hour | Interpeak Hour | PM Peak Hour | 2030 | Dartford Crossing, without Project | 0.2% | 0.3% | 0.1% | Dartford Crossing, with Project | 0.0% | 0.0% | -0.2% | Lower Thames Crossing | -0.5% | -0.3% | -0.6% | 2045 | Dartford Crossing, without Project | 0.3% | -0.5% | -0.3% | Dartford Crossing, with Project | -0.6% | -1.8% | -1.1% | Lower Thames Crossing | -1.7% | -2.0% | -2.1% |
| Year | Scenario | AM Peak Hour | Interpeak Hour | PM Peak Hour | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2030 | Dartford Crossing, without Project | 0.2% | 0.3% | 0.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Dartford Crossing, with Project | 0.0% | 0.0% | -0.2% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Lower Thames Crossing | -0.5% | -0.3% | -0.6% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2045 | Dartford Crossing, without Project | 0.3% | -0.5% | -0.3% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Dartford Crossing, with Project | -0.6% | -1.8% | -1.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Lower Thames Crossing | -1.7% | -2.0% | -2.1% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ExQ2_Q4.1.3 | Applicant | <p>HGV bans</p> <p>In its Deadline 4 Submission 'Comments on Applicant's submissions at D3' Thurrock Council has raised concerns regarding the use of HGV bans in the Applicant's modelling [REP4-354, paras 11.2.16-23]. Can the Applicant please respond to these comments?</p> <p>Response:</p> <p>Thurrock Council raised concerns in Comments on the Applicant's submissions at D3 [REP4-354] regarding the application of updated Heavy Goods Vehicle (HGV) ban information (termed network updates by the Council) by the Applicant within NTEM 8 and Common Analytical Scenarios [REP3-145]. The Council states that it 'considers that the inclusion of such network updates does not allow for a direct comparison between the DCO modelling previously presented and the new NTEMv8 modelling'. The Council also states that it 'consider[s] that these changes mean a fair and valid comparison cannot be made between the new NTEMv8 runs and the previously presented modelling'.</p> <p>The Applicant disagrees. The model runs undertaken by the Applicant using the Lower Thames Area Model (LTAM) since the submission of the Development Consent Order (DCO) application in October 2022 are presented in Table 3.1 of NTEM 8 and Common Analytical Scenarios [REP3-145]. An extract of this table is shown below, which shows the core scenarios runs in the first four rows.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| PINS ID | Question to: | Question / Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|-----------------|---|--|---|-----------------------|--|-----------------|----------|--------|----------|-----------------------|-----------------------|---|-----------------|------------------------|-------------|--|------|---|---------------|----------------------------------|-------------|---|------|---|---------------|--------------------------|--|---|------|---|---------------|--------------------------|------------------|---|------|
| | | <p>Table 3.1 LTAM runs</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th data-bbox="725 336 848 443">Scenario Number</th> <th data-bbox="848 336 1059 443">Scenario</th> <th data-bbox="1059 336 1247 443">Run ID</th> <th data-bbox="1247 336 1391 443">Based on</th> <th data-bbox="1391 336 1776 443">Changes from base run</th> <th data-bbox="1776 336 1919 443">Modelled opening year</th> </tr> </thead> <tbody> <tr> <td data-bbox="725 443 848 596">1</td> <td data-bbox="848 443 1059 596">TEMPro 7.2 Core</td> <td data-bbox="1059 443 1247 596">CM49 (DM) CS72 (DS)</td> <td data-bbox="1247 443 1391 596">DCO network</td> <td data-bbox="1391 443 1776 596">NTEM7.2 growth for core scenario Goods Vehicle (GV) growth based on RTF18</td> <td data-bbox="1776 443 1919 596">2030</td> </tr> <tr> <td data-bbox="725 596 848 778">2</td> <td data-bbox="848 596 1059 778">TEMPro 8 Core</td> <td data-bbox="1059 596 1247 778">CM49_T8C2 (DM) CS72_T8C2 (DS)</td> <td data-bbox="1247 596 1391 778">DCO network</td> <td data-bbox="1391 596 1776 778">NTEM8 growth for core scenario GV growth based on National Road Traffic Projections 2022 (NRTP22) (DfT, 2022b)</td> <td data-bbox="1776 596 1919 778">2030</td> </tr> <tr> <td data-bbox="725 778 848 984">3</td> <td data-bbox="848 778 1059 984">TEMPro 8 Core</td> <td data-bbox="1059 778 1247 984">CMT04 (DM) CST04 (DS)</td> <td data-bbox="1247 778 1391 984">Revised Heavy Goods Vehicle (HGV) bans</td> <td data-bbox="1391 778 1776 984">NTEM8 growth for core scenario GV growth based on NRTP22</td> <td data-bbox="1776 778 1919 984">2030</td> </tr> <tr> <td data-bbox="725 984 848 1098">4</td> <td data-bbox="848 984 1059 1098">TEMPro 8 Core</td> <td data-bbox="1059 984 1247 1098">CMT06 (DM) CST06 (DS)</td> <td data-bbox="1247 984 1391 1098">Revised HGV bans</td> <td data-bbox="1391 984 1776 1098">NTEM8 growth for core scenario GV growth based on NRTP22</td> <td data-bbox="1776 984 1919 1098">2032</td> </tr> </tbody> </table> | | | | | Scenario Number | Scenario | Run ID | Based on | Changes from base run | Modelled opening year | 1 | TEMPro 7.2 Core | CM49 (DM) CS72 (DS) | DCO network | NTEM7.2 growth for core scenario Goods Vehicle (GV) growth based on RTF18 | 2030 | 2 | TEMPro 8 Core | CM49_T8C2 (DM) CS72_T8C2 (DS) | DCO network | NTEM8 growth for core scenario GV growth based on National Road Traffic Projections 2022 (NRTP22) (DfT, 2022b) | 2030 | 3 | TEMPro 8 Core | CMT04 (DM) CST04 (DS) | Revised Heavy Goods Vehicle (HGV) bans | NTEM8 growth for core scenario GV growth based on NRTP22 | 2030 | 4 | TEMPro 8 Core | CMT06 (DM) CST06 (DS) | Revised HGV bans | NTEM8 growth for core scenario GV growth based on NRTP22 | 2032 |
| Scenario Number | Scenario | Run ID | Based on | Changes from base run | Modelled opening year | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 3 | TEMPro 8 Core | CMT04 (DM) CST04 (DS) | Revised Heavy Goods Vehicle (HGV) bans | NTEM8 growth for core scenario GV growth based on NRTP22 | 2030 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | TEMPro 8 Core | CMT06 (DM) CST06 (DS) | Revised HGV bans | NTEM8 growth for core scenario GV growth based on NRTP22 | 2032 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | <p>The impact of the change in traffic growth factors alone which provides the comparison sought by the Council, can be seen by comparing Scenario 1 (National Trip End Model (NTEM) 7.2 growth factors for cars and 2018 National Road Traffic Forecasts (NRTF)⁵ for goods vehicles), as presented in the DCO application, with Scenario 2 (NTEM 8.0 growth factors for cars and 2022 National Road Traffic Projections (NRTP)⁶ for goods vehicles). The impact of using the newly available traffic restriction data can be seen by comparing Scenario 2 with Scenario 3.</p> <p>The impact of the Written Ministerial Statement (of 9 March 2023), which rephased the construction programme for the Project by two years (thereby changing the opening year to 2032) can be seen by comparing Scenario 3 with Scenario 4.</p> <p>The NTEM 8 Common Analytical Scenarios model runs were carried out after the Written Ministerial Statement and were therefore based on the same criteria as Scenario 4 (a 2032 opening date, NTEM 8 growth and revised HGV bans). The Applicant does not consider it proportionate or necessary to repeat this extensive modelling exercise for Scenarios 2 and 3 in order to provide the comparison requested by Thurrock Council (and again would highlight paragraph 4.6 of the NN NPS in this context).</p> |
| ExQ2_Q4.1.6 | Applicant | <p>Engagement Update</p> <p>Can the Applicant please provide an updated Table A.1 (Traffic Modelling Workshops) [REP3-126] to reflect meetings and/or workshops held since November 2022?</p> <p>Response:</p> <p>The Applicant has provided an updated version of Table A.1 below. It should be noted that some of the meetings listed were held with Interested Parties other than Thurrock Council, including Essex County Council, Port of Tilbury London Limited, DP World London Gateway, Thames Enterprise Park Ltd and Morzine Ltd (Thames Oilport).</p> <p>The Applicant notes that the table within the Localised Traffic Modelling [REP3-126], contained an error in that the numbering of the workshops skipped item 9, although all of the workshops were listed. This is corrected in this version below.</p> <p>The additional meetings identified in this update to the table are those from item number 25, on 9 December 2022.</p> |

⁵ Department for Transport (2018). Road Traffic Forecasts 2018. <https://www.gov.uk/government/publications/road-traffic-forecasts-2018>

⁶ Department for Transport (2022). National Road Traffic Projections 2022. <https://www.gov.uk/government/publications/national-road-traffic-projections>

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| | | <p>Table 8 Updated Table A.1 Traffic modelling workshops</p> <table border="1"> <thead> <tr> <th data-bbox="609 341 1240 387">Workshop Number</th> <th data-bbox="1240 341 2038 387">Workshop Date</th> </tr> </thead> <tbody> <tr><td>1</td><td>Oct 21 and Nov 21</td></tr> <tr><td>2</td><td>22-Nov-21</td></tr> <tr><td>3</td><td>14-Dec-21</td></tr> <tr><td>4</td><td>06-Jan-22</td></tr> <tr><td>5</td><td>20-Jan-22</td></tr> <tr><td>6</td><td>03-Feb-22</td></tr> <tr><td>7</td><td>17-Feb-22</td></tr> <tr><td>8</td><td>03-Mar-22</td></tr> <tr><td>9</td><td>31-Mar-22</td></tr> <tr><td>10</td><td>14-Apr-22</td></tr> <tr><td>11</td><td>28-Apr-22</td></tr> <tr><td>12</td><td>12-May-22</td></tr> <tr><td>13</td><td>26-May-22</td></tr> <tr><td>14</td><td>09-Jun-22</td></tr> <tr><td>15</td><td>23-Jun-22</td></tr> <tr><td>16</td><td>07-Jul-22</td></tr> <tr><td>17</td><td>21-Jul-22</td></tr> <tr><td>18</td><td>18-Aug-22</td></tr> <tr><td>19</td><td>15-Sep-22</td></tr> <tr><td>20</td><td>06-Oct-22</td></tr> <tr><td>21</td><td>13-Oct-22</td></tr> </tbody> </table> | Workshop Number | Workshop Date | 1 | Oct 21 and Nov 21 | 2 | 22-Nov-21 | 3 | 14-Dec-21 | 4 | 06-Jan-22 | 5 | 20-Jan-22 | 6 | 03-Feb-22 | 7 | 17-Feb-22 | 8 | 03-Mar-22 | 9 | 31-Mar-22 | 10 | 14-Apr-22 | 11 | 28-Apr-22 | 12 | 12-May-22 | 13 | 26-May-22 | 14 | 09-Jun-22 | 15 | 23-Jun-22 | 16 | 07-Jul-22 | 17 | 21-Jul-22 | 18 | 18-Aug-22 | 19 | 15-Sep-22 | 20 | 06-Oct-22 | 21 | 13-Oct-22 |
| Workshop Number | Workshop Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Oct 21 and Nov 21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 22-Nov-21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 14-Dec-21 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 06-Jan-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 20-Jan-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | 03-Feb-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 17-Feb-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8 | 03-Mar-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | 31-Mar-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | 14-Apr-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11 | 28-Apr-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 12-May-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 15 | 23-Jun-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 07-Jul-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 21-Jul-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18 | 18-Aug-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 15-Sep-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 06-Oct-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | 13-Oct-22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | 26 | 15-Dec-22 |
| | | 27 | 19-Jun-23 |
| | | 28 | 14-Jul-23 |
| | | 29 | 16-Aug-23 |
| | | 30 | 25-Sep-23 |
| | | 31 | 16-Oct-23 |
| | | 32 | 31-Oct-23 |

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