

## Lower Thames Crossing - TEP Deadline 6A Submission

183827

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### Introduction

1. This Note has been prepared to set out Thames Enterprise Park's (TEP) current position with regards to the Lower Thames Crossing (LTC) Development Consent Order (DCO). TEP has been engaged on LTC since 2018 and there has been little progress made by NH in addressing the representations made by TEP.
2. In 2023 TEP began work with NH to develop a Statement of Common Ground. However, there have been no substantive areas of agreement reached with regards to the direct and indirect impacts of LTC on the operation of the road network. A Draft Statement of Common Ground between NH and TEP was submitted at Deadline 6 [REP6-120].

### Joint Representation

3. To assist the Examination and help the Examining Authority, and to try and find a pragmatic way forward, TEP has now entered into a joint representation with Thurrock Council (TC), DPW London Gateway (DPWLG), and Port of Tilbury London Limited (PoTLL). All four parties have reached a common position with respect to three proposed requirements. The joint representation covers:
  - A. Draft Requirement: **Asda roundabout – construction traffic mitigation**, found at Appendix 3 to PoTLL's Deadline 6 submission [REP6-163].
  - B. Draft Requirement: **Orsett Cock roundabout – operational traffic mitigation**, found at Appendix 4 to PoTLL's Deadline 6 submission [REP6-163].
  - C. Draft Requirement: **Wider highway network monitoring and mitigation**, found at Appendix 6 to PoTLL's Deadline 6 submission [REP6-163].
4. A detailed explanation for how each of these draft Requirements would operate can be found at Appendix 2 to PoTLL's Deadline 6 submission [REP6-163].

### Additional Items

5. The joint representation has been reached primarily due to NH failing to address the following key concerns identified by TEP throughout the consultation period. These are:
  - **Assessment Hours:** There is no assessment of the busiest peak period on the local highway network – the shift changeover period at 14:00. Instead, NH has assessed the

‘average’ hourly flow between 10:00 – 16:00. Further details is provided in item no 2.1.9 of the Deadline 6 Draft Statement of Common Ground between NH and TEP [REP6-120].

- **TEP VISSIM Model:** TEP has developed a fully validated VISSIM model (referred to as the TEP VISSIM model) which includes Sorrells Roundabout, the A13 / Manorway Interchange, and the Orsett Cock roundabout. The TEP VISSIM model is the most up to date model of the local highway network, which meets TAG validation and calibration requirements, and has been signed off and approved by NH. NH is aware of the TEP VISSIM model but has chosen not to use the TEP VISSIM model to understand the localised impacts of LTC. This is the model that should be used to assess the operation of Sorrells Roundabout, the A13 / Manorway Interchange, and the Orsett Cock roundabout, and NH has not explained why the TEP VISSIM model has not been used. Further detail is provided in item no 2.1.2 of the Deadline 6 Draft Statement of Common Ground between NH and TEP [REP6-120].
- **NH VISSIM Model:** The NH VISSIM model of The Manorway Interchange does not include a base model, has not been validated and there is no supporting Local Modelling Validation Report (LMVR). NH has not explained why this was used as opposed to the validated TEP VISSIM model. Further detail is provided in item no 2.1.2 of the Deadline 6 Draft Statement of Common Ground between NH and TEP [REP6-120].
- **NH LTAM model:** There appears to be a discrepancy between the LTAM traffic flows and the VISSIM traffic flows for Orsett Cock Roundabout. The discrepancy between the LTAM and VISSIM models raises doubt with the accuracy of the models themselves and whether the correct traffic flow data has been used and whether the results of the modelling is therefore reliable. The data contained within the Localised Traffic Modelling Report (REP3-127 Tables 4.5 and 4.6) shows variances of up to 50% in traffic movement on certain arms when comparing the LTAM and VISSIM flows. Further details are provided in item no 2.1.6 of the Deadline 6 Draft Statement of Common Ground between NH and TEP [REP6-120].