

# Lower Thames Crossing

## Wider Network Impacts Management and Monitoring Plan

**DATE: June 2021**

**VERSION: 0.2**

# Lower Thames Crossing

## Wider Network Impacts Management and Monitoring Plan

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## Covering Note

This document is a draft of one of a series of Control Documents that will form part of our planned Development Consent Order (DCO) application. Following this consultation, we will carefully consider your feedback as we finalise the documents for our planned submission of the DCO application for the Lower Thames Crossing later this year.

The Wider Network Impacts Management and Monitoring Plan (WNIMMP) sets out a traffic impact monitoring scheme to be carried out a year prior to opening (to establish a baseline) and one and five years after the road opens. This is to identify delays and/or any worsening impact on the surrounding local, major and strategic road networks.

Updates may be made to this document to reflect feedback received from stakeholders ahead of submitting the document as part of the DCO application.

As this is a draft control document, there will be references to the upcoming DCO. Any documents referenced that will form the DCO will be mentioned with a (REF TBC).

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# 1 Introduction

## 1.1 Purpose of the document

- 1.1.1 The road network across the south east of England carries a high volume of traffic on a daily basis, and is coming under increasing pressure due to economic growth across the region. As a result, there are a number of areas of severe existing congestion across the road networks. The A122 Lower Thames Crossing (the Project), by relieving the congested Dartford Crossing and approach roads, addresses a significant area of congestion, providing both a localised and regional benefit. In doing so, the traffic flows across the region will change. This will lead to some improvements and some worsening of other areas of existing congestion across the region.
- 1.1.2 Following the opening of the Project there will be changes in traffic flow on some roads across the strategic road network (SRN), the major road network (MRN), and the local road network (LRN). This is a result of some road users who currently cross the river at Dartford switching to use the Project and hence use different roads as they travel to and from the Project. In addition, some road users will change the destination of their trip, now there is an additional river crossing to a destination on the other side of the river. Much of their new journey will be on different roads than they previously used.
- 1.1.3 As a result there will be changes in traffic flows on many roads in the wider area, not just at the Dartford Crossing and the Project. These changes are shown in the modelled traffic forecasts for the wider area and described more fully in the Traffic Forecasting Report and the Traffic Forecasts Non-Technical Summary.
- 1.1.4 Whilst the Project is expected to provide wide-reaching benefits to the road network, it is recognised that some of the junctions and links which experience increased traffic flows do not currently have sufficient capacity to cater for this additional traffic without adversely affecting the network speeds experienced by others on these roads. The economic value of these adverse traffic impacts are included in the economic appraisal of the Project.
- 1.1.5 There are other parts of the network which will experience a reduction in traffic flows as a result of the opening of the Project.
- 1.1.6 Highways England has identified a number of areas where the increased traffic flows create conditions that could be suitable for interventions, and for some of these areas, some early studies have progressed to identify potential solutions. The interventions in each of these areas will need to be developed through the standard appraisal approach, considering both road-based solutions and alternative transport approaches. The final intervention at each location will be subject to full assessment of both the business case and the required consenting process. Any necessary consents would be obtained separately from the DCO application for the project.
- 1.1.7 These potential solutions may be suitable for delivery through separate route upgrade processes or through targeted interventions. This is a key focus for Highways England as the operator of the SRN, who are working with local and national government to identify necessary interventions, to strengthen capacity

of the wider road network beyond the immediate vicinity of the Project and potential funding sources for their delivery.

- 1.1.8 Following the opening of the A122 Lower Thames Crossing, traffic monitoring will be carried out to identify changes in performance on the surrounding local, major and strategic road networks, where interventions may be suitable.
- 1.1.9 This document details the work undertaken to date to identify and assess areas of the road network (in particular, on roads which are already close to or over capacity) where monitoring and potential intervention may be necessary to better manage additional traffic as a result of the Project. The document also describes how the work will progress relative to the timeline for the Project opening to traffic.

## **1.2 Position within the wider DCO application**

- 1.2.1 This Management and Monitoring Plan should be read alongside the requirements in Schedule 2 to the draft DCO (REF TBC), namely Requirement 13 (Traffic Monitoring). This stipulates the need to produce a traffic impact monitoring scheme in accordance with the details set out in Chapter 3 below, which is secured as part of the DCO application. This is for approval by the Secretary of State before the tunnel which forms part of the Project opens for public use.
- 1.2.2 The following application documents set out a number of technical assessments which have been undertaken to determine the adverse impacts of the Project:
- a. Assessment of forecast traffic flows and traffic impacts on the wider network, as reported in the Transport Assessment (REF TBC)
  - b. Assessment of environmental impacts resulting from traffic, as reported in the Environmental Statement (REF TBC)
  - c. Assessment of the impacts against the economic benefits delivered by the Project, as reported in the Economic Appraisal Report as Appendix D of the Combined Modelling and Appraisal Report (REF TBC)
- 1.2.3 These documents have been used to inform the development of this Management and Monitoring Plan, which has been produced to demonstrate sufficient management of the impacts of the Project on the road network.

## 2 Wider network improvements

### 2.1 Background

- 2.1.1 The wider network impacts relate to the changes expected in traffic flows and the levels of congestion following the Project being open for public use, at various locations on the road network away from the immediate vicinity and order limits of the Project. This includes impacts on the strategic, major and local road networks.
- 2.1.2 This has resulted in a number of locations that have been identified by either Highways England or the local highway authority as being suitable for monitoring and, if suitable, intervention to better manage the forecast changes in traffic flow due to the Project.
- 2.1.3 Monitoring of the changes on the wider network will inform the continual assessment of possible interventions suitable to address the changes on the network as a result of the Project. The development of specific proposals will take into consideration the other changes in the area, such as Local Plans and changes in traffic levels for other reasons, such as changes in fuel prices and commuting patterns.

### 2.2 Identifying potential improvement areas

- 2.2.1 As set out in the Transport Assessment (REF TBC) the Lower Thames Area Model (LTAM) has been used to predict the traffic flows, speeds and journey times on the road network in the Lower Thames area in the future. The LTAM is a variable demand model which predicts how people's travel behaviour would respond to changes in the transport system, such as changes in the cost of motoring and the provision of more road capacity across the River Thames. The road network in the LTAM has been updated for the future years to include other new road schemes that have been completed, or are likely to be built, regardless of whether the Project is built or not.
- 2.2.2 The transport model is focussed on the strategic and major road network but does include more local roads closer to the Project. Using the traffic forecasts from LTAM the wider traffic impacts of the Project were assessed by comparing traffic flows with the capacity of each road and junction for all main roads within the influence of the Project stretching across Kent, Essex, Thurrock, Havering and London. The forecast opening year and 15 years after are assessed both with and without the Project.
- 2.2.3 On some roads traffic may increase, but the available capacity means that congestion is unlikely to occur. For other routes which are already close to or over capacity, a small uplift in traffic may result in it being considered for an intervention to address capacity issues.
- 2.2.4 An initial identification of areas of considered suitable for improvement on the wider road network was undertaken, giving consideration to areas across the road network as indicated by the change in traffic volumes relative to network capacity as forecast. These include but are not limited to:
- a. M25 north of the Project

- b. A13 east of the Project
- c. A1089
- d. M25 south of junction 2
- e. Gravesham local area
- f. Thurrock local area
- g. A2/M2 corridor, as the route from Dover

2.2.5 The local highway authorities have been provided with detailed information from the LTAM, as well as funding, to enable them to identify areas suitable for improvement across their local road networks. Through this exercise they have recommended additional locations for further detailed assessment. There will be continual dialogue with the local highway authorities on areas considered suitable for improvement on the networks in their area, in particular in combination with their Local Plans and monitoring of any changes in travel behaviour in the future.

## 2.3 Initial investigations

- 2.3.1 A study was undertaken by Highways England in 2019/2020 of the areas of increased traffic flow on the SRN. This study was the first stage (Stage 0) of the structured approach to develop an initial list of locations to be considered for investigation in accordance with the Highways England's Project Control Framework. The study reviewed the transport change in traffic flows in each area, considered the need for intervention, and set out a series of initial options for further consideration at each location.
- 2.3.2 Some of the local highway authorities also undertook their own initial assessment to identify areas considered suitable for improvement and/or priority upgrades on the LRN and MRN. Highways England supported this assessment by sharing the relevant sections of the LTAM with the local highway authorities.
- 2.3.3 This has resulted in an initial list of areas considered for intervention, which will be subject to further consideration and development for further investigation. Further work will be undertaken to identify potential interventions or policies for these areas.
- 2.3.4 Table 2.1 below sets out the current identified areas considered for further appraisal of possible interventions, alongside the associated delivery workstream, anticipated delivery stage and funding stream for intervention delivery, if a physical intervention is identified as the preferred option. Discussions with local highway authorities on areas considered suitable for improvement are continuing.



**Table 2.1 Initial areas considered for intervention**

<b>Delivery workstream</b>	<b>Area for consideration</b>	<b>Anticipated delivery stage if approved</b>	<b>Anticipated funding stream if approved</b>
Development projects within Road Investment Strategy (RIS) 2	<ul style="list-style-type: none"> <li>• A2 Dover Access</li> <li>• Tilbury Link Road</li> </ul>	<ul style="list-style-type: none"> <li>• During Project construction (RIS3 period 2025-2030)</li> </ul>	<ul style="list-style-type: none"> <li>• Normal RIS funding process</li> </ul>
Upgrades to the SRN developed by Highways England	<ul style="list-style-type: none"> <li>• A1089 Asda Roundabout junction improvements</li> </ul>	<ul style="list-style-type: none"> <li>• Prior to project construction</li> </ul>	<ul style="list-style-type: none"> <li>• Currently under discussion</li> </ul>
	<ul style="list-style-type: none"> <li>• A2 E/B to A289 N/B merge changes</li> </ul>	<ul style="list-style-type: none"> <li>• Post Project opening</li> </ul>	
Upgrades to the MRN/LRN developed by the local highway authorities with support from Highways England	<ul style="list-style-type: none"> <li>• Kent &amp; Medway Local Road Interventions                             <ul style="list-style-type: none"> <li>– A227 Vigo Hill</li> <li>– A228 Peters Bridge</li> <li>– M2 Junction 2 (with the A228 Cuxton Road)</li> <li>– Valley Drive/Marling Way</li> <li>– Valley Drive/B261 Old Rd E</li> <li>– Springhead Road/Hall Road Roundabout</li> <li>– A227 Holborough Road, Snodland</li> <li>– Cobham Village Signage</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Post Project opening</li> </ul>	<ul style="list-style-type: none"> <li>• Currently under discussion</li> </ul>

Delivery workstream	Area for consideration	Anticipated delivery stage if approved	Anticipated funding stream if approved
	<ul style="list-style-type: none"> <li>A229 Bluebell Hill M2 &amp; M20 Junctions</li> </ul>	<ul style="list-style-type: none"> <li>During Project construction</li> </ul>	<ul style="list-style-type: none"> <li>MRN programme</li> </ul>
	<ul style="list-style-type: none"> <li>Thurrock Local Road Interventions                             <ul style="list-style-type: none"> <li>A1013 Daneholes bus priority lane</li> <li>A13 Manor Way Roundabout modifications</li> <li>A13 Orsett Cock Roundabout modifications</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Developed ready for implementation post Project opening</li> </ul>	<ul style="list-style-type: none"> <li>Currently under discussion</li> </ul>
Normal RIS planning pipeline process managed by Highways England	<ul style="list-style-type: none"> <li>M25 junctions 2-3</li> <li>M25 junctions 27-29</li> <li>A13 east of the Project</li> </ul>	<ul style="list-style-type: none"> <li>Future RIS periods, post Project opening</li> </ul>	<ul style="list-style-type: none"> <li>Normal RIS funding process</li> </ul>
Re-assessment of the extent of the SRN in response to the Project traffic re-distribution led by Department for Transport (DfT)	<ul style="list-style-type: none"> <li>A13/A1014 trunking</li> </ul>	<ul style="list-style-type: none"> <li>During RIS2</li> </ul>	<ul style="list-style-type: none"> <li>Normal RIS funding process</li> </ul>
	<ul style="list-style-type: none"> <li>Network-wide review across the South East, assessing trunking or de-trunking options</li> </ul>	<ul style="list-style-type: none"> <li>Future RIS periods, post Project opening</li> </ul>	<ul style="list-style-type: none"> <li>Currently under discussion</li> </ul>

- 2.3.5 At this stage in the appraisal process, the need for and the nature for a physical change to the network is not yet determined. Continued work will be undertaken, in collaboration with the local highway authorities to develop possible schemes, if these are identified as appropriate.
- 2.3.6 The preferred interventions will be highly sensitive to local developments, road network changes, policy changes and changes in other factors that affect the demand for travel on the highway network which will occur before the Project opening. It is therefore considered that the need and the timelines for these interventions and possible schemes will be monitored and managed separately from the Project. If interventions are suitable, the highways authority responsible for that part of the road network will be responsible for delivery (or Highways England would be responsible where potential interventions are located on the SRN).
- 2.3.7 Highways England is also working with DfT to align the areas for potential interventions with the appropriate government investment frameworks and processes to deliver investment decisions.
- 2.3.8 Because some of these impacts are forecast to arise in the Project opening year, Highways England is working with local highway authorities to investigate these impacts, and where appropriate deliver solutions within this timeline post DCO decision.
- 2.3.9 The delivery of any schemes identified through the appraisal process is subject to the provision of businesses cases being provided in line with standard government approaches and the availability of sufficient funding.

## 3 Monitoring strategy

### 3.1 Traffic impact monitoring scheme

#### Background

- 3.1.1 As set out above, Requirement 13 of the draft DCO (REF TBC) requires that before the tunnels comprising the Project are open for use, Highways England must submit a traffic impact monitoring scheme for the Secretary of State's approval. That monitoring scheme must be in accordance with this document, and must also contain the following information:
- a. A before-and-after survey to assess the changes in traffic
  - b. The locations to be monitored and the methodology to be used to collect the required data
  - c. The periods over which traffic is to be monitored
  - d. The method of assessment of traffic data
  - e. Baseline traffic levels

#### Before-and-after surveys

- 3.1.2 Surveys will be undertaken before and after the Project opening, using standard methodologies available at the time of data collection. This may include automatic traffic counters (ATCs), video surveys and/or Global Positioning System (GPS) data.
- 3.1.3 Traffic monitoring will be undertaken to identify localised delays and/or any worsening of network performance through the analysis of the following:
- a. Traffic flows/change in flows
  - b. Traffic routes
  - c. Journey times/journey time reliability
  - d. Junction performance
  - e. Traffic composition
  - f. Road safety
- 3.1.4 This traffic monitoring process will ensure that any potential solutions put forward remain effective and suitable for the traffic impacts being demonstrated over time, as illustrated through 'real time' traffic data collection.
- 3.1.5 The surveys, as part of the traffic impacts monitoring scheme, will also be supplemented through the use of existing data sources (where already available). This includes DfT datasets providing journey time data, Highways England traffic datasets, and any historical traffic datasets from relevant local

authorities within the local area of influence, subject to agreement with the data owners.

- 3.1.6 Highways England's online dataset platform 'WebTRIS' will be used to obtain traffic data at locations identified on the SRN. This platform provides datasets of average journey time, speed and traffic flow information for 15-minute periods since April 2015 on all motorways and 'A' roads managed by Highways England (the SRN). Journey times and speeds are estimated using a combination of sources, including Automatic Number Plate Recognition (ANPR) cameras, in-vehicle GPS and inductive loops built into the road surface.

### **Locations to be monitored**

- 3.1.7 The locations to be monitored under the monitoring scheme will be:
- a. Those set out below as part of this Management and Monitoring Plan
  - b. Those selected following the consultation as set out in paragraphs 3.1.11 and 3.1.12 below.
- 3.1.8 Highways England have identified locations on the SRN that are geographically close to the A122 junctions. In addition, as one of the principal purposes of the SRN is to enable journeys between major ports, links to the two ports located closest to the A122 have been included. The identified junctions constitute the nearest and second nearest junctions on the SRN and MRN located adjacent to the junctions with the A122, the A2, the A13 and the M25.
- 3.1.9 The locations identified below as part of this assessment process will be included in the traffic impact monitoring scheme submitted for approval to the Secretary of State under Requirement 13 of Schedule 2 to the draft DCO.
- 3.1.10 These junctions are as follows:
- a. M2/A2/A122 Lower Thames Crossing junction
    - i. M2/A2/A122 Lower Thames Crossing junction
    - ii. M2 junction 1 (A2/M2/A289)
    - iii. M2 junction 2 (M2/A228)
    - iv. Gravesend East junction / Marling Cross (A2)
    - v. Tollgate junction (A2)
  - b. A13/A1089/A122 Lower Thames Crossing junction
    - i. A13/A1089/A122 Lower Thames Crossing junction
    - ii. Orsett Cock junction (A13/A128/A1013)
    - iii. Manorway junction (A13/A1013/A1014)
    - iv. Manorway/Port Access Road Roundabout (A1014)

- v. Baker Street Interchange (A13/A1089)
- vi. Stifford Interchange (A13/A1012)
- vii. Marshfoot Interchange (A1089)
- viii. Asda Roundabout (A1089)
- c. A122 Lower Thames Crossing/M25 junction
  - i. A122 junction with the M25
  - ii. M25 junction 30 (M25/A13)
  - iii. A282 junction 31 (A282/A1306)
  - iv. M25 junction 29 (M25/A127)
  - v. M25 junction 28 (M25/A12/A1023)

3.1.11 In addition to the monitoring locations identified above, consultation with the following local highway authorities will take place:

- a. London Borough of Havering
- b. Transport for London
- c. Thurrock Council
- d. Medway Council
- e. Kent County Council (incorporating the Gravesham and Dartford, Sevenoaks, Tonbridge & Malling, and Maidstone local authority areas)
- f. Essex County Council (incorporating the Brentwood, Epping and Basildon local authority areas)

3.1.12 Additional monitoring locations proposed through this consultation will be considered against criteria that include:

- a. The forecast changes to traffic flows, and the volume/capacity ratio as set out in the Transport Assessment (REF TBC)
- b. The impact of any local and regional developments on traffic flows at that location

3.1.13 Highways England will consider and have due regard to any representations from local highway authorities before submitting the monitoring scheme to the Secretary of State for approval. Representations from local authorities will be included in the submission to the Secretary of State.

## Periods of traffic monitoring

### Pre-opening

- 3.1.14 Traffic monitoring will be undertaken for a maximum of one-year pre-opening to establish the baseline. This is currently expected to take place in 2028. However, if there are any delays to the Project opening date, the pre-opening traffic monitoring will be realigned to be collected across the last year of construction. The data collected will be reviewed against other data sets to allow for the impacts of construction activity on the data collected.

### Post opening

- 3.1.15 Data collection will take place at one year and five years post-opening, to align with the standard timescales set out for the Post Opening Project Evaluation (POPE), undertaken by Highways England. Monitoring five years post-opening is considered appropriate to capture the expected staggered change in traffic patterns over time. This is currently expected to take place in 2030 and 2034, respectively. However, as with the pre-opening phase, these dates will be realigned if there are any delays to the Project opening date.
- 3.1.16 The surveys undertaken as part of the traffic impacts monitoring scheme will be supplemented with the use of existing data sources. This data sources will provide information across the full period of traffic monitoring (2028 to 2034), including years two, three and four post-opening, where be-spoke surveys are not proposed as part of the traffic impact monitoring scheme.

### Method of assessment

- 3.1.17 Highways England would collate, analyse and summarise the data in monitoring reports, at one year post-opening and five years post-opening (to align with the standard timescales set out under Highways England's POPE). These reports will be made available to the general public, the local highway authorities (noted above in paragraph 3.1.11) and DfT. They would identify any impacts likely to be as a direct result of the Project in operation as well as provide analysis on any wider network changes that aren't as a result of the Project. It would consider the suitability of and type of interventions that may be suitable where appropriate, and review highway conditions at locations where any interventions have already been implemented.
- 3.1.18 To ensure the monitoring process continues to adequately capture the relevant data required, the monitoring scheme would be reviewed in line with the standard timescales set out for the POPE and updated where appropriate. Proposals put forward for changes from key stakeholders would also be considered, in the interest of enabling the impacts of the Project to be fully captured.

### Baseline traffic

- 3.1.19 In order to establish a baseline, data collection would be undertaken one year prior to the opening of the Project, as noted above. This period will align with the last year of construction. Data would be obtained from the Contractors appointed to build the Project regarding construction traffic activity and traffic management measures, to ensure that a fair and representative baseline is used.



3.1.20 As noted above, the baseline data collection will also be supplemented through the use of existing data sources (where available to the Project).

## 3.2 Criteria for intervention

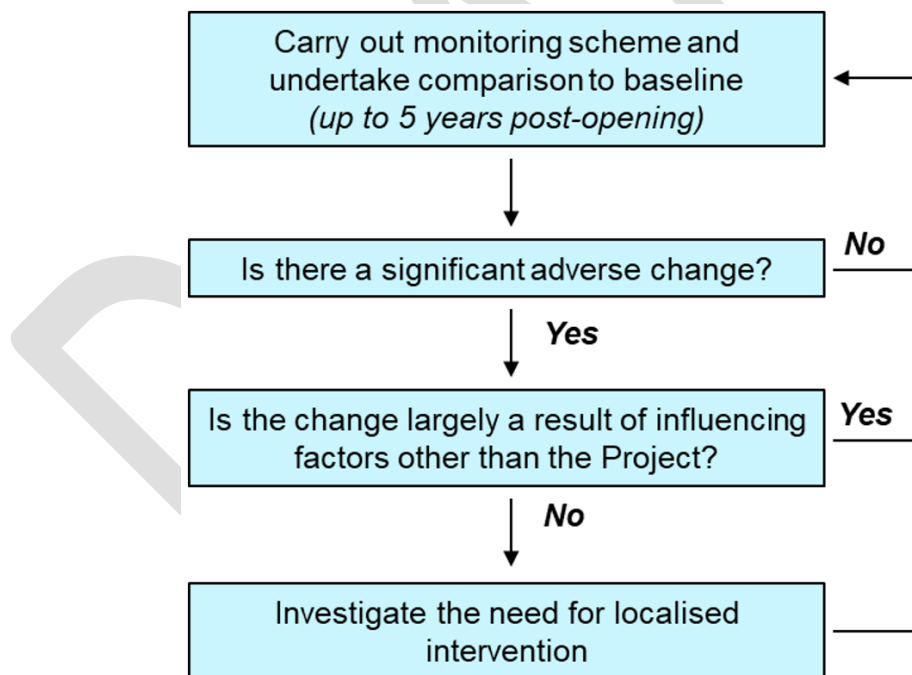
### Introduction

3.2.1 Following the opening of the Project, the results of the traffic impact monitoring would be used to identify where physical interventions may be suitable as a result of the Project. This would be where any significant worsening of traffic conditions is largely attributable to the impact of the Project on the wider network.

3.2.2 The assessment of the changes in highway performance would be reviewed prior to engaging with DfT and local highway authorities, and assessments would consider other factors that may have changed since the traffic forecasts were prepared, such as new developments and fuel prices.

3.2.3 This framework, as shown in Plate 3.1, sets out the criteria which Highways England would use to consider the impact of changing traffic flows, and enter into discussions regarding suitable interventions on the wider network. Each element of the criteria is discussed in further detail below.

**Plate 3.1 Framework for considering changing traffic flows**



### Identifying a significant adverse change

3.2.4 The monitoring reports will be reviewed by Highways England to identify whether there is a significant level of change in traffic conditions compared to the observed baseline (as described in paragraphs 3.1.19 and 3.1.20).

### Other influencing factors

3.2.5 In determining whether any change in traffic conditions from the baseline -will be investigated further, Highways England will consider whether the change is



largely a result of other influencing factors. This includes various non-Project-related impacts such as changes in traffic flows due to changes in economic growth, income, fuel prices, fuel efficiency of vehicles, and new build developments which will have an impact on the background changes and regional trends of traffic growth.

### **Investigate suitability for intervention**

- 3.2.6 If it has been established that a location would be suitable for further investigation to determine the need for a potential intervention, this would be done through an assessment proportionate assessment and appraisal process. Highways England would invite the relevant local highway authorities and DfT to participate in the appraisal process regarding possible interventions on the wider network.

## **3.3 Potential funding options**

- 3.3.1 Funding for future interventions on the SRN, MRN and wider LRN must come through the standard funding frameworks led by DfT. These funding frameworks currently include the following:
- a. The RIS framework for investment in and management of the SRN
  - b. Funding for local road improvements, such as the MRN programme and Large Local Majors programme
  - c. Funding to local highway authorities to operate and maintain existing road networks
- 3.3.2 The RIS framework was first launched by the Government in 2014 and allows for the formal SRN investment processes required by the Infrastructure Act 2015. The RIS framework provides a stable, long-term plan for improving England's motorways and trunk roads. It requires Highways England to work alongside DfT, Office of Rail and Road, and Transport Focus to deliver on the commitments set out for the current period, whilst also looking ahead to the next period to continue improving the SRN's performance for road users, local communities and the environment. Work on developing RIS3, which is expected to set out plans for the period from 2025 to 2030, is due to commence shortly.
- 3.3.3 The MRN programme provides a specific funding stream dedicated to improvements on MRN roads. The MRN was set up to form a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national SRN and the rest of the LRN. The Large Local Majors programme is currently the mechanism for funding exceptionally large local highway authority transport schemes that cannot be funded through the other available routes, such as the Local Growth Fund or other devolved allocations.
- 3.3.4 The Government and DfT also provide funding to local highway authorities for routine maintenance and significant renewal of assets on existing road networks.
- 3.3.5 In the event that the traffic impact monitoring and the review of its findings identifies that future investment would be suitable, Highways England would

work in partnership with the relevant local authorities and DfT to seek funding to develop and bring forward potential solutions. Assessment and prioritisation of those schemes must be properly dealt with through the relevant investment approval processes. In addition, any intervention that required its own consent (e.g. DCO) would be subject to it obtaining its consent.

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## Glossary

Term	Explanation
<b>2029 opening year</b>	A modelled year in the Project's LTAM traffic model in which traffic flows and costs are estimated when the Project is opened
<b>A122 Lower Thames Crossing (the Project)</b>	Lower Thames Crossing: a proposed new crossing of the Thames estuary linking the county of Kent with the county of Essex, at or east of the existing Dartford Crossing
<b>ANPR</b>	Automatic Number Plate Recognition
<b>Appraisal</b>	The process of defining objectives, examining options and weighing up the relevant costs, benefits, risks and uncertainties
<b>ATC</b>	Automatic Traffic Count
<b>Benefit</b>	An increase in the welfare of society from a project, programme or policy
<b>DCO</b>	Development Consent Order
<b>DfT</b>	Department for Transport
<b>GPS</b>	Global Positioning System
<b>LTAM</b>	Lower Thames Area Model
<b>LRN</b>	Local Road Network
<b>MRN</b>	Major Road Network
<b>PCF</b>	Project Control Framework
<b>POPE</b>	Post Opening Project Evaluation
<b>RIS</b>	Road Investment Strategy
<b>RIS2</b>	Road Investment Strategy 2
<b>RIS3</b>	Road Investment Strategy 3
<b>SoS</b>	Secretary of State
<b>SRN</b>	Strategic Road Network
<b>TRIS</b>	Highways England Traffic Count Database

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

Highways England Company Limited registered in England and Wales number 09346363