



now part of



Lower Thames Crossing Model

Review of model output

DRAFT FOR COMMENT

On behalf of **Kent County Council**

Project Ref: 44916/5501 | Rev: | Date: November 2018

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: Unit 10, Connect 38, 1 Dover Place, Ashford TN23 1FB
T: +44 (0)123 352 7250 E: ashford@peterbrett.com

7 M20 corridor

7.1.1 The following section summarises output statistics from the Lower Thames Crossing model for the M20 corridor.

7.2 Two way traffic flows - 2026

7.2.1 The table below summarises the 2026 total traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
J1 to J2	6736	5748	-988	-14.7%	5898	5174	-724	-12.3%
J2 to J3	5731	4768	-963	-16.8%	4894	4197	-696	-14.2%
J3 to J4	10813	9728	-1085	-10.0%	10071	9319	-751	-7.5%
J4 to J5	11260	10426	-833	-7.4%	11003	10426	-577	-5.2%
J5 to J6	6457	5959	-498	-7.7%	7017	6652	-365	-5.2%
J6 to J7	9415	9408	-7	-0.1%	9238	9196	-42	-0.5%
J7 to J8	7389	7436	47	0.6%	7536	7553	17	0.2%
J8 to J9	5613	5662	49	0.9%	5427	5433	6	0.1%
J9 to J10	5517	5533	16	0.3%	5635	5620	-15	-0.3%
J10 to J11	4413	4396	-17	-0.4%	4842	4826	-15	-0.3%
J11 to J12	4704	4678	-26	-0.6%	5360	5341	-19	-0.3%
J12 to J13	4114	4063	-50	-1.2%	4699	4672	-27	-0.6%

7.2.2 It is noted that the Lower Thames Crossing is generally anticipated to reduce two way traffic flows on this corridor during both peak hours, particularly between junctions 1 to 6. There is a relatively minor effect between junctions 6 to 13.

7.3 Two way traffic flows 2041

7.3.1 The table below summarises the 2041 total traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
J1 to J2	887	537	-350	-39.5%	569	309	-260	-45.7%
J2 to J3	704	377	-327	-46.5%	479	229	-249	-52.1%
J3 to J4	1696	1307	-388	-22.9%	1311	1041	-270	-20.6%
J4 to J5	1651	1427	-224	-13.6%	1310	1151	-159	-12.2%
J5 to J6	1233	1105	-128	-10.4%	1009	901	-108	-10.7%
J6 to J7	1266	1263	-3	-0.2%	1036	1036	0	0.0%
J7 to J8	1228	1224	-4	-0.3%	978	978	1	0.1%
J8 to J9	1154	1146	-7	-0.6%	972	968	-4	-0.4%
J9 to J10	1058	1047	-11	-1.0%	942	936	-6	-0.6%

J10 to J11	923	912	-12	-1.3%	882	877	-5	-0.6%
J11 to J12	943	931	-12	-1.2%	922	918	-5	-0.5%
J12 to J13	656	644	-12	-1.9%	574	570	-4	-0.7%

7.3.2 It is noted that the Lower Thames Crossing is generally anticipated to reduce two way traffic flows on this corridor during both peak hours, particularly between junctions 1 to 6. There is a relatively minor effect between junctions 6 to 13.

7.4 HGV flows - 2026

7.4.1 The table below summarises the 2026 HGV traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
J1 to J2	800	467	-333	-41.6%	525	256	-268	-51.1%
J2 to J3	626	318	-308	-49.2%	444	179	-264	-59.5%
J3 to J4	1467	1136	-331	-22.6%	1175	881	-293	-25.0%
J4 to J5	1448	1279	-168	-11.6%	1176	1009	-168	-14.3%
J5 to J6	1056	984	-71	-6.8%	908	793	-115	-12.7%
J6 to J7	1144	1134	-9	-0.8%	935	924	-11	-1.1%
J7 to J8	1099	1089	-10	-0.9%	881	868	-13	-1.5%
J8 to J9	1029	1017	-12	-1.2%	865	852	-13	-1.4%
J9 to J10	941	928	-12	-1.3%	823	811	-12	-1.5%
J10 to J11	814	801	-12	-1.5%	779	767	-12	-1.6%
J11 to J12	829	817	-12	-1.5%	811	800	-11	-1.4%
J12 to J13	574	562	-12	-2.1%	503	492	-11	-2.1%

7.4.2 It is noted that the Lower Thames Crossing is generally anticipated to reduce two way HGV flows on this corridor during both peak hours, particularly between junctions 1 to 6. There is also a reduction between junctions 6 to 13 although this is less pronounced.

7.5 HGV flows 2041

7.5.1 The table below summarises the 2041 HGV traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
J1 to J2	887	537	-350	-39.5%	569	309	-260	-45.7%
J2 to J3	704	377	-327	-46.5%	479	229	-249	-52.1%
J3 to J4	1696	1307	-388	-22.9%	1311	1041	-270	-20.6%
J4 to J5	1651	1427	-224	-13.6%	1310	1151	-159	-12.2%
J5 to J6	1233	1105	-128	-10.4%	1009	901	-108	-10.7%
J6 to J7	1266	1263	-3	-0.2%	1036	1036	0	0.0%
J7 to J8	1228	1224	-4	-0.3%	978	978	1	0.1%

J8 to J9	1154	1146	-7	-0.6%	972	968	-4	-0.4%
J9 to J10	1058	1047	-11	-1.0%	942	936	-6	-0.6%
J10 to J11	923	912	-12	-1.3%	882	877	-5	-0.6%
J11 to J12	943	931	-12	-1.2%	922	918	-5	-0.5%
J12 to J13	656	644	-12	-1.9%	574	570	-4	-0.7%

7.5.2 It is noted that the Lower Thames Crossing is generally anticipated to reduce two way HGV flows on this corridor during both peak hours, particularly between junctions 1 to 6. There is also a reduction between junctions 6 to 13 although this is less pronounced.

7.6 V/C statistic - 2026

7.6.1 The table below summarises the 2026 V/C (ratio of flow to capacity) statistic output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	Direction 1		Direction 2		Direction 1		Direction 2	
	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX
J1 to J2	45%	36%	77%	62%	65%	56%	36%	27%
J2 to J3	43%	33%	71%	56%	76%	64%	30%	22%
J3 to J4	55%	48%	87%	77%	83%	77%	46%	40%
J4 to J5	64%	58%	83%	76%	84%	80%	55%	50%
J5 to J6	53%	51%	75%	67%	73%	70%	50%	44%
J6 to J7	65%	65%	83%	85%	82%	82%	62%	62%
J7 to J8	57%	57%	77%	77%	74%	74%	58%	58%
J8 to J9	45%	45%	60%	60%	55%	55%	43%	43%
J9 to J10	45%	45%	56%	56%	56%	56%	45%	44%
J10 to J11	35%	35%	46%	45%	49%	49%	37%	36%
J11 to J12	38%	37%	49%	49%	54%	54%	42%	42%
J12 to J13	43%	42%	67%	66%	67%	67%	54%	53%

7.6.2 It is noted that the Lower Thames Crossing is generally anticipated to reduce the V/C ratio on each link in both directions.

7.7 V/C statistic - 2041

7.7.1 The table below summarises the 2026 V/C (ratio of flow to capacity) statistic output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	Direction 1		Direction 2		Direction 1		Direction 2	
	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX
J1 to J2	51%	44%	81%	66%	69%	63%	44%	35%
J2 to J3	53%	44%	76%	60%	85%	76%	38%	29%

J3 to J4	65%	59%	93%	83%	89%	84%	55%	48%
J4 to J5	72%	67%	89%	82%	89%	87%	62%	57%
J5 to J6	63%	59%	83%	76%	77%	75%	56%	50%
J6 to J7	71%	72%	90%	92%	87%	86%	70%	69%
J7 to J8	65%	66%	88%	88%	83%	83%	69%	68%
J8 to J9	51%	51%	71%	71%	61%	61%	54%	53%
J9 to J10	50%	50%	66%	66%	62%	62%	55%	54%
J10 to J11	41%	41%	53%	52%	54%	55%	44%	43%
J11 to J12	43%	43%	56%	56%	59%	59%	50%	49%
J12 to J13	49%	49%	77%	76%	73%	73%	63%	61%

7.7.2 It is noted that the Lower Thames Crossing is generally anticipated to reduce the V/C ratio on each link in both directions.

8 M2 corridor

8.1.1 The following section summarises output statistics from the Lower Thames Crossing model for the M2 corridor.

8.2 Two way traffic flows - 2026

8.2.1 The table below summarises the 2026 total traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
J1 to J2	8443	10396	1952	23.1%	9850	11414	1563	15.9%
J2 to J3	8247	9986	1739	21.1%	9899	11251	1352	13.7%
J3 to J4	7017	7531	515	7.3%	8175	8866	690	8.4%
J4 to J5	6163	6631	469	7.6%	6893	7067	174	2.5%
J5 to J6	5403	5634	231	4.3%	5670	5780	111	2.0%
J6 to J7	5643	5838	195	3.5%	5825	5921	96	1.6%

8.2.2 It is noted that the Lower Thames Crossing is anticipated to increase two way traffic flows on this corridor during both peak hours. The effect is particularly evident between junctions 1 to 3.

8.3 Two way traffic flows 2041

8.3.1 The table below summarises the 2041 total traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
J1 to J2	9597	11734	2137	22.3%	10550	12188	1638	15.5%
J2 to J3	9516	11275	1759	18.5%	10774	11903	1130	10.5%
J3 to J4	7981	8572	591	7.4%	9299	9618	318	3.4%
J4 to J5	6896	7426	529	7.7%	7202	7432	230	3.2%
J5 to J6	6107	6382	275	4.5%	6336	6393	57	0.9%
J6 to J7	6459	6689	230	3.6%	6585	6642	57	0.9%

8.3.2 It is noted that the Lower Thames Crossing is anticipated to increase two way traffic flows on this corridor during both peak hours. The effect is particularly evident between junctions 1 to 3.

8.4 HGV flows - 2026

8.4.1 The table below summarises the 2026 HGV traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff

J1 to J2	768	1139	370	48.2%	651	940	290	44.5%
J2 to J3	792	953	162	20.4%	648	821	172	26.6%
J3 to J4	719	724	5	0.7%	577	595	17	3.0%
J4 to J5	636	647	11	1.7%	516	529	13	2.6%
J5 to J6	528	538	10	1.8%	411	419	8	2.0%
J6 to J7	459	468	9	2.1%	359	367	9	2.4%

8.4.2 It is noted that the Lower Thames Crossing is anticipated to increase two way HGV flows on this corridor during both peak hours. The effect is particularly evident between junctions 1 to 3.

8.5 HGV flows 2041

8.5.1 The table below summarises the 2041 HGV traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
J1 to J2	802	1238	436	54.4%	705	993	288	40.9%
J2 to J3	825	1068	243	29.4%	706	869	163	23.1%
J3 to J4	810	815	5	0.6%	636	639	3	0.5%
J4 to J5	709	722	12	1.7%	570	559	-11	-2.0%
J5 to J6	587	596	9	1.6%	473	466	-6	-1.4%
J6 to J7	510	519	9	1.8%	417	412	-4	-1.0%

8.5.2 It is noted that the Lower Thames Crossing is anticipated to increase two way HGV flows on this corridor during both peak hours between junctions 1 to 4. During the morning peak hour the increase also occurs between junctions 4 to 7 but falls between these junctions in the evening peak hour.

8.6 V/C statistic - 2026

8.6.1 The table below summarises the 2026 V/C (ratio of flow to capacity) statistic output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	Direction 1		Direction 2		Direction 1		Direction 2	
	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX
J1 to J2	57%	67%	52%	70%	74%	88%	49%	57%
J2 to J3	48%	56%	55%	68%	69%	80%	49%	56%
J3 to J4	52%	55%	66%	71%	80%	87%	52%	55%
J4 to J5	74%	79%	84%	90%	98%	100%	73%	75%
J5 to J6	61%	63%	76%	80%	82%	83%	57%	59%
J6 to J7	57%	58%	83%	86%	78%	79%	62%	64%

8.6.2 It is noted that the Lower Thames Crossing is anticipated to increase the V/C ratio on each link in both directions.

8.7 V/C statistic - 2041

8.7.1 The table below summarises the 2026 V/C (ratio of flow to capacity) statistic output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	Direction 1		Direction 2		Direction 1		Direction 2	
	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX
J1 to J2	65%	77%	58%	77%	76%	92%	55%	64%
J2 to J3	57%	67%	60%	74%	73%	81%	56%	63%
J3 to J4	61%	65%	73%	78%	86%	89%	64%	65%
J4 to J5	86%	91%	91%	98%	100%	100%	79%	84%
J5 to J6	72%	75%	82%	86%	88%	86%	68%	71%
J6 to J7	69%	71%	91%	94%	85%	83%	75%	77%

8.7.2 It is noted that the Lower Thames Crossing is anticipated to increase the V/C ratio on each link in both directions.

10 A20 corridor

10.1.1 The following section summarises output statistics from the Lower Thames Crossing model for the A20 corridor.

10.2 Two way traffic flows - 2026

10.2.1 The table below summarises the 2026 total traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Farningham to West Kingsdown	715	660	-55	-7.7%	1030	1003	-28	-2.7%
West Kingsdown to M20 J2	652	608	-44	-6.7%	753	743	-10	-1.4%
M20 J2 to M20 J3	1383	1367	-16	-1.2%	1726	1696	-30	-1.8%
M20 to M26	1891	1912	21	1.1%	2020	2020	0	0.0%
Wrotham Heath to West Malling	379	419	40	10.5%	366	339	-27	-7.4%
Leybourne	1528	1353	-175	-11.4%	1456	1423	-34	-2.3%
Larkfield	1779	1714	-65	-3.6%	1718	1648	-70	-4.1%
Allington	2952	2942	-11	-0.4%	2872	2858	-14	-0.5%
Maidstone to Willington Street	1510	1585	75	4.9%	1552	1563	10	0.7%
Willington Street to M20 J8	1488	1510	23	1.5%	1942	1945	3	0.2%
Lenham to Charing	1230	1236	6	0.5%	1375	1378	2	0.2%
Charing to Ashford	663	658	-5	-0.7%	677	680	3	0.4%
Ashford to Sellindge	577	580	3	0.5%	914	914	0	0.0%
Sellindge to Newingreen	239	238	0	-0.2%	354	354	-1	-0.2%
Newingreen to M20 J11	1999	2004	5	0.2%	2240	2243	3	0.1%
M20 J11 to Frogholt	116	117	1	0.9%	128	128	0	0.2%
Frogholt to M20 J12	672	671	-1	-0.2%	914	912	-1	-0.1%

10.2.2 In general terms, it is noted that the Lower Thames Crossing is anticipated to impart a combination of modest increase and modest decrease in traffic flows on this corridor.

10.3 Two way traffic flows 2041

10.3.1 The table below summarises the 2041 total traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour	PM peak hour
--	--------------	--------------

	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Farningham to West Kingsdown	930	851	-80	-8.6%	1162	1139	-23	-1.9%
West Kingsdown to M20 J2	730	678	-52	-7.1%	785	778	-6	-0.8%
M20 J2 to M20 J3	1482	1478	-4	-0.3%	1818	1809	-10	-0.5%
M20 to M26	1870	1890	20	1.1%	2005	2026	21	1.1%
Wrotham Heath to West Malling	598	615	17	2.8%	601	591	-10	-1.7%
Leybourne	1752	1628	-124	-7.1%	1735	1676	-59	-3.4%
Larkfield	1790	1771	-20	-1.1%	1824	1772	-51	-2.8%
Allington	3041	3113	71	2.3%	2961	2949	-12	-0.4%
Maidstone to Willington Street	1748	1656	-93	-5.3%	1649	1670	21	1.3%
Willington Street to M20 J8	1791	1765	-26	-1.5%	2277	2200	-77	-3.4%
Lenham to Charing	1456	1450	-5	-0.4%	1447	1446	-1	0.0%
Charing to Ashford	945	930	-15	-1.6%	840	833	-8	-0.9%
Ashford to Sellindge	632	635	2	0.3%	1007	1007	1	0.0%
Sellindge to Newingreen	262	263	0	0.1%	389	388	-1	-0.2%
Newingreen to M20 J11	2181	2186	5	0.2%	2449	2446	-3	-0.1%
M20 J11 to Frogholt	132	133	1	0.6%	146	146	0	0.2%
Frogholt to M20 J12	721	721	0	-0.1%	973	971	-2	-0.2%

10.3.2 In general terms, it is noted that the Lower Thames Crossing is anticipated to impart a combination of modest increase and modest decrease in traffic flows on this corridor.

10.4 HGV flows - 2026

10.4.1 The table below summarises the 2026 HGV traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Farningham to West Kingsdown	29	26	-3	-9.4%	12	12	0	-0.5%
West Kingsdown to M20 J2	32	29	-2	-7.5%	18	18	0	0.0%
M20 J2 to M20 J3	195	169	-26	13.3%	109	108	-1	-1.0%
M20 to M26	268	249	-19	-7.1%	180	173	-7	-4.0%
Wrotham Heath to West Malling	37	34	-3	-9.0%	23	23	-1	-2.4%

Leybourne	99	79	-20	20.0%	67	51	-16	23.8%
Larkfield	77	88	11	13.7%	60	57	-2	-3.7%
Allington	199	176	-23	11.4%	101	101	0	0.0%
Maidstone to Willington Street	26	27	1	4.5%	20	20	1	2.9%
Willington Street to M20 J8	31	32	0	0.8%	29	28	0	-0.7%
Lenham to Charing	42	44	1	3.0%	18	18	0	-0.5%
Charing to Ashford	25	25	0	0.3%	15	15	0	0.1%
Ashford to Sellindge	0	0	0	100.0%	0	0	0	#DIV/0!
Sellindge to Newingreen	0	0	0	100.0%	0	0	0	#DIV/0!
Newingreen to M20 J11	100	100	0	0.0%	84	84	0	0.0%
M20 J11 to Frogholt	2	2	0	0.0%	1	1	0	-0.3%
Frogholt to M20 J12	41	41	0	0.0%	34	34	0	-0.1%

10.4.2 In general terms, it is noted that the Lower Thames Crossing is anticipated to reduce two way HGV flows on this corridor, albeit the differences are modest.

10.5 HGV flows 2041

10.5.1 The table below summarises the 2041 HGV traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Farningham to West Kingsdown	37	30	-7	20.1%	15	13	-2	12.3%
West Kingsdown to M20 J2	37	31	-6	16.4%	21	19	-2	-8.5%
M20 J2 to M20 J3	215	185	-30	13.8%	124	115	-9	-7.5%
M20 to M26	301	279	-22	-7.4%	204	193	-11	-5.5%
Wrotham Heath to West Malling	47	38	-10	20.3%	29	27	-2	-6.4%
Leybourne	96	90	-6	-6.4%	86	62	-24	28.4%
Larkfield	82	83	2	1.9%	61	63	3	4.2%
Allington	219	195	-24	11.1%	112	113	1	0.8%
Maidstone to Willington Street	26	24	-1	-5.3%	19	21	2	11.9%

Willington Street to M20 J8	42	40	-3	-6.3%	31	30	-1	-2.4%
Lenham to Charing	46	48	2	4.4%	18	19	1	2.8%
Charing to Ashford	27	27	0	-1.4%	14	15	1	5.0%
Ashford to Sellindge	0	0	0	#DIV/0!	0	0	0	#DIV/0!
Sellindge to Newingreen	0	0	0	#DIV/0!	0	0	0	#DIV/0!
Newingreen to M20 J11	116	116	0	0.0%	95	96	0	0.1%
M20 J11 to Frogholt	2	2	0	0.0%	1	1	0	0.0%
Frogholt to M20 J12	47	47	0	0.0%	40	40	0	-0.1%

10.5.2 In general terms, it is noted that the Lower Thames Crossing is anticipated to reduce two way HGV flows on this corridor, albeit the differences are modest.

10.6 V/C statistic - 2026

10.6.1 The table below summarises the 2026 V/C (ratio of flow to capacity) statistic output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	Direction 1		Direction 2		Direction 1		Direction 2	
	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX
Farningham to West Kingsdown	25%	22%	29%	28%	35%	35%	39%	38%
West Kingsdown to M20 J2	46%	43%	19%	19%	50%	50%	25%	24%
M20 J2 to M20 J3	42%	39%	77%	76%	48%	48%	86%	84%
M20 to M26	79%	79%	94%	93%	101%	101%	72%	71%
Wrotham Heath to West Malling	33%	37%	8%	7%	11%	11%	21%	19%
Leybourne	37%	32%	73%	65%	52%	51%	45%	43%
Larkfield	70%	68%	72%	71%	67%	65%	105%	108%
Allington	16%	16%	113%	112%	15%	15%	106%	105%
Maidstone to Willington Street	10%	11%	6%	6%	6%	6%	10%	10%
Willington Street to M20 J8	7%	7%	63%	64%	9%	9%	74%	74%
Lenham to Charing	33%	33%	30%	31%	42%	42%	27%	26%
Charing to Ashford	3%	3%	18%	18%	4%	5%	13%	13%
Ashford to Sellindge	36%	36%	2%	2%	46%	46%	5%	5%
Sellindge to Newingreen	1%	1%	11%	11%	1%	1%	27%	27%
Newingreen to M20 J11	57%	57%	64%	64%	60%	60%	74%	74%

M20 J11 to Frogholt	10%	10%	5%	5%	14%	14%	4%	4%
Frogholt to M20 J12	28%	28%	16%	16%	31%	31%	27%	27%

10.6.2 In general terms, it is noted that the Lower Thames Crossing is anticipated to maintain or reduce V/C ratio on this corridor.

10.7 V/C statistic - 2041

10.7.1 The table below summarises the 2026 V/C (ratio of flow to capacity) statistic output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	Direction 1		Direction 2		Direction 1		Direction 2	
	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX
Farningham to West Kingsdown	38%	33%	32%	31%	37%	37%	47%	45%
West Kingsdown to M20 J2	51%	48%	20%	19%	56%	56%	27%	26%
M20 J2 to M20 J3	48%	43%	81%	82%	55%	54%	88%	87%
M20 to M26	80%	79%	95%	95%	100%	100%	74%	74%
Wrotham Heath to West Malling	53%	56%	10%	8%	22%	24%	31%	28%
Leybourne	46%	43%	76%	71%	60%	58%	57%	53%
Larkfield	69%	68%	68%	76%	69%	68%	68%	107%
Allington	16%	16%	122%	122%	15%	15%	113%	112%
Maidstone to Willington Street	11%	10%	7%	7%	5%	5%	12%	12%
Willington Street to M20 J8	7%	7%	81%	79%	11%	10%	90%	86%
Lenham to Charing	42%	42%	32%	33%	47%	48%	25%	25%
Charing to Ashford	5%	5%	23%	23%	5%	6%	16%	16%
Ashford to Sellindge	39%	39%	3%	3%	52%	52%	5%	5%
Sellindge to Newingreen	1%	1%	13%	13%	1%	1%	29%	29%
Newingreen to M20 J11	63%	64%	69%	69%	69%	69%	77%	77%
M20 J11 to Frogholt	12%	12%	6%	6%	18%	18%	5%	5%
Frogholt to M20 J12	30%	30%	17%	17%	34%	34%	28%	28%

10.7.2 In general terms, it is noted that the Lower Thames Crossing is anticipated to maintain or reduce V/C ratio on this corridor.

13 A229 corridor

13.1.1 The following section summarises output statistics from the Lower Thames Crossing model for the A229 corridor.

13.2 Two way traffic flows - 2026

13.2.1 The table below summarises the 2026 total traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Pattens Lane to A2	1151	1102	-49	-4.3%	452	458	6	1.3%
Maidstone Road	2380	2319	-61	-2.6%	2053	2057	4	0.2%
M2 J3	3247	3149	-98	-3.0%	3603	3545	-57	-1.6%
Blue Bell Hill	6468	6708	240	3.7%	6737	6891	155	2.3%
North of M20	5427	5603	176	3.2%	5562	5727	164	2.9%
M20 to Maidstone	2916	3688	772	26.5%	3903	4281	379	9.7%
Maidstone to Wheatsheaf	1944	1962	18	0.9%	1995	1989	-5	-0.3%
Wheatsheaf to Loose	972	989	17	1.7%	929	931	2	0.2%
Loose to Linton	1146	1151	5	0.4%	1138	1142	4	0.4%

13.2.2 In general terms it is noted that the Lower Thames Crossing is anticipated to increase traffic flows on this corridor during both peak hours. This is particularly pronounced between the M2 and Maidstone.

13.3 Two way traffic flows 2041

13.3.1 The table below summarises the 2041 total traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Pattens Lane to A2	1100	1052	-49	-4.4%	455	454	-1	-0.3%
Maidstone Road	2384	2320	-64	-2.7%	2067	2058	-9	-0.4%
M2 J3	3237	3147	-90	-2.8%	3728	3663	-65	-1.7%
Blue Bell Hill	6658	6789	131	2.0%	7148	7047	-101	-1.4%
North of M20	5528	5665	137	2.5%	5739	5752	14	0.2%
M20 to Maidstone	3136	4007	870	27.8%	4217	4403	186	4.4%
Maidstone to Wheatsheaf	1982	2017	35	1.8%	1933	2027	93	4.8%
Wheatsheaf to Loose	1056	1042	-14	-1.4%	1178	1032	-145	-12.3%
Loose to Linton	1170	1183	12	1.1%	1258	1180	-78	-6.2%

13.3.2 In general terms it is noted that the Lower Thames Crossing is anticipated to increase traffic flows on this corridor during the morning peak hour. This is particularly pronounced between the M2 and Maidstone. The effect is a combination of reduction and increase during the evening peak hour.

13.4 HGV flows - 2026

13.4.1 The table below summarises the 2026 HGV traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Pattens Lane to A2	14	14	0	0.0%	4	5	1	17.5%
Maidstone Road	43	43	0	-0.2%	34	33	-1	-2.3%
M2 J3	48	45	-3	-5.9%	48	46	-1	-2.4%
Blue Bell Hill	154	273	118	76.6%	120	260	139	116.0%
North of M20	201	315	114	56.6%	136	233	97	71.1%
M20 to Maidstone	130	150	20	15.4%	55	60	5	8.3%
Maidstone to Wheatsheaf	41	41	0	0.9%	29	30	1	2.0%
Wheatsheaf to Loose	11	14	2	20.6%	12	12	1	5.0%
Loose to Linton	6	7	1	11.2%	11	11	0	2.3%

13.4.2 In general terms it is noted that the Lower Thames Crossing is anticipated to increase HGV flows on this corridor during both peak hours. This is particularly pronounced between the M2 and M20.

13.5 HGV flows 2041

13.5.1 The table below summarises the 2041 HGV traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Pattens Lane to A2	15	15	0	0.9%	4	4	0	11.4%
Maidstone Road	45	43	-2	-3.9%	37	38	0	1.3%
M2 J3	53	49	-4	-7.3%	53	53	0	-0.5%
Blue Bell Hill	116	295	179	154.2%	128	262	135	105.5%
North of M20	154	339	185	119.8%	137	236	99	72.5%
M20 to Maidstone	134	154	20	14.7%	58	63	6	9.6%
Maidstone to Wheatsheaf	43	45	2	5.1%	28	30	2	7.1%
Wheatsheaf to Loose	14	14	0	0.9%	14	12	-2	11.9%

Loose to Linton	11	11	0	-1.4%	12	14	2	16.8%
-----------------	----	----	---	-------	----	----	---	-------

13.5.2 In general terms it is noted that the Lower Thames Crossing is anticipated to increase HGV flows on this corridor during both peak hours. This is particularly pronounced between the M2 and M20.

13.6 V/C statistic - 2026

13.6.1 The table below summarises the 2026 V/C (ratio of flow to capacity) statistic output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	Direction 1		Direction 2		Direction 1		Direction 2	
	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX
Pattens Lane to A2	66%	63%	89%	91%	14%	14%	123%	122%
Maidstone Road	100%	97%	66%	65%	109%	109%	78%	77%
M2 J3	56%	56%	38%	35%	53%	52%	51%	50%
Blue Bell Hill	90%	90%	45%	52%	69%	75%	62%	64%
North of M20	54%	62%	80%	81%	80%	84%	55%	59%
M20 to Maidstone	78%	95%	37%	49%	88%	98%	53%	58%
Maidstone to Wheatsheaf	55%	56%	57%	58%	58%	57%	59%	59%
Wheatsheaf to Loose	3%	4%	6%	6%	6%	6%	4%	4%
Loose to Linton	49%	49%	32%	32%	26%	27%	52%	53%

13.6.2 It is noted that the effect of the Lower Thames Crossing is a combination of increasing and decreasing the V/C ratio. The section connecting the M20 with Maidstone increases in pressure.

13.7 V/C statistic - 2041

13.7.1 The table below summarises the 2026 V/C (ratio of flow to capacity) statistic output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	Direction 1		Direction 2		Direction 1		Direction 2	
	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX
Pattens Lane to A2	65%	62%	93%	97%	14%	14%	126%	126%
Maidstone Road	103%	102%	66%	66%	114%	112%	78%	77%
M2 J3	56%	56%	38%	35%	55%	54%	53%	51%
Blue Bell Hill	90%	90%	47%	53%	77%	78%	64%	65%
North of M20	56%	64%	80%	81%	78%	82%	61%	61%
M20 to Maidstone	84%	100%	40%	55%	96%	100%	58%	60%
Maidstone to Wheatsheaf	57%	58%	59%	61%	62%	60%	58%	61%

Wheatsheaf to Loose	4%	4%	7%	6%	7%	6%	5%	4%
Loose to Linton	49%	49%	33%	34%	27%	24%	60%	58%

13.7.2 It is noted that the effect of the Lower Thames Crossing is a combination of increasing and decreasing the V/C ratio. The section connecting the M20 with Maidstone increases in pressure.

14 A249 corridor

14.1.1 The following section summarises output statistics from the Lower Thames Crossing model for the A249 corridor.

14.2 Two way traffic flows - 2026

14.2.1 The table below summarises the 2026 total traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Bobbing to Grovehurst	3520	3596	77	2.2%	4338	4446	108	2.5%
M2 to A2	4557	4692	136	3.0%	5025	5092	68	1.3%
M20 to A2	3253	3261	8	0.2%	3559	3659	100	2.8%
M20 J7 to A20	2707	2768	61	2.3%	3049	3069	20	0.7%
A20 to Maidstone	2529	2547	19	0.7%	2523	2585	62	2.5%

14.2.2 It is noted that the Lower Thames Crossing is anticipated to increase two way traffic flows on this corridor during both peak hours.

14.3 Two way traffic flows 2041

14.3.1 The table below summarises the 2041 total traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Bobbing to Grovehurst	3912	4008	96	2.5%	4630	4766	136	2.9%
M2 to A2	5014	5163	148	3.0%	5408	5533	125	2.3%
M20 to A2	3509	3614	105	3.0%	4002	4038	37	0.9%
M20 J7 to A20	2914	2977	62	2.1%	3206	3206	0	0.0%
A20 to Maidstone	2626	2600	-25	-1.0%	2605	2609	3	0.1%

14.3.2 It is noted that the Lower Thames Crossing is anticipated to increase two way traffic flows on this corridor during both peak hours.

14.4 HGV flows - 2026

14.4.1 The table below summarises the 2026 HGV traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Bobbing to Grovehurst	402	402	0	-0.1%	277	276	-1	-0.4%
M2 to A2	459	459	-1	-0.1%	314	311	-3	-0.9%

M20 to A2	253	251	-2	-0.7%	192	189	-4	-1.9%
M20 J7 to A20	5	4	0	-3.2%	24	24	0	1.1%
A20 to Maidstone	109	109	0	0.4%	47	47	0	0.4%

14.4.2 It is noted that the Lower Thames Crossing is anticipated to reduce two way HGV flows on this corridor during both peak hours.

14.5 HGV flows 2041

14.5.1 The table below summarises the 2041 HGV traffic flows (in vehicles) output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	No LTX	With LTX	Diff	% diff	No LTX	With LTX	Diff	% diff
Bobbing to Grovehurst	457	457	0	-0.1%	312	308	-4	-1.2%
M2 to A2	514	514	-1	-0.1%	371	365	-6	-1.6%
M20 to A2	281	278	-3	-1.0%	217	216	-2	-0.8%
M20 J7 to A20	3	11	8	291.9%	28	27	-1	-2.7%
A20 to Maidstone	114	109	-5	-4.0%	49	49	0	-0.2%

14.5.2 It is noted that the Lower Thames Crossing is anticipated to reduce two way HGV flows on this corridor during both peak hours.

14.6 V/C statistic - 2026

14.6.1 The table below summarises the 2026 V/C (ratio of flow to capacity) statistic output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	Direction 1		Direction 2		Direction 1		Direction 2	
	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX
Bobbing to Grovehurst	45%	46%	52%	53%	70%	72%	42%	43%
M2 to A2	63%	65%	60%	61%	80%	80%	50%	50%
M20 to A2	14%	13%	43%	43%	9%	10%	62%	63%
M20 J7 to A20	94%	96%	12%	12%	101%	102%	15%	15%
A20 to Maidstone	52%	52%	110%	112%	48%	51%	117%	117%

14.6.2 It is noted that the Lower Thames Crossing is anticipated to increase the V/C ratio on each link in both directions.

14.7 V/C statistic - 2041

14.7.1 The table below summarises the 2026 V/C (ratio of flow to capacity) statistic output from the Lower Thames Crossing model for the “with” and “without” Lower Thames Crossing implemented.

	AM peak hour				PM peak hour			
	Direction 1		Direction 2		Direction 1		Direction 2	
	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX	No LTX	With LTX
Bobbing to Grovehurst	50%	52%	58%	59%	71%	74%	49%	49%
M2 to A2	69%	71%	67%	68%	82%	84%	58%	59%
M20 to A2	15%	15%	47%	48%	12%	12%	65%	66%
M20 J7 to A20	100%	100%	13%	14%	109%	109%	15%	15%
A20 to Maidstone	52%	52%	119%	119%	50%	49%	121%	120%

14.7.2 It is noted that the Lower Thames Crossing is anticipated to increase the V/C ratio on each link in both directions.