

THAMES GATEWAY BRIDGE PUBLIC INQUIRY

INQUIRY NOTE

CONSIDERATION OF TFL/282

- 1 Table in paragraph 3 of INO/20, modified (a) to reflect adjustments in table in paragraph 15 of TFL/282 (surveyed flows, southbound), (b) to convert 2016 modelled AM flows from veh/hr (as modelled) to pcu/hr (to allow direct comparison with 2005 survey) by increasing modelled flows by 5% as suggested in para 17 of TFL/282, and (c) to include ATC flows (Mar 2005) as reported in Annex 1, TFL/282 and multiplied by 1.05 to convert to pcu/hr:

	2005 AM flow (pcu/hr)	2016 Modelled AM flow (pcu/hr)		Estimated flow growth 2005 to 2016 (pcu/hr)	
	Surveyed	No TGB	With TGB	No TGB	With TGB
<u>Links Between Junctions</u>					
Northbound					
	ATC				
A406, A118 to A12 (Jn1 to Jn24)	3314	3444	3443	130	129
	Jn counts				
A406, A118 to A12 (Jn1 to Jn24)	3449	3444	3443	-5	-6
A406, A124 to A118 (Jn2 to Jn 1)	3080	3720	3862	640	782
A406, A13 to A124 (Jn3 to Jn 2)	2374	2958	4000	584	1626
Southbound					
	ATC				
A406, A12 to A118 (Jn24 to Jn1)	3642	3173	3370	-469	-272
	Jn counts				
A406, A12 to A118 (Jn24 to Jn1)	4234	3173	3370	-1061	-864
A406, A118 to A124 (Jn1 to Jn2)	4330	3611	4028	-719	-302
A406, A124 to A13 (Jn2 to Jn3)	3753	2539	3600	-1214	-153
<u>A406 Mainlines Through Junctions</u>					
	Jn counts				
Northbound					
A12 (Jn24)	2525	2941	2958	416	433
A118 (Jn1)	2455	2456	2608	1	153
A124 (Jn2)	2021	2562	3034	541	1013
Southbound					
A12 (Jn24)	3436	2569	2441	-867	-995
A118 (Jn1)	3571	2454	2751	-982	-820
A124 (Jn2)	3156	2282	2946	-874	-210

- 2 Working interim conclusions:

- i) Estimated southbound flows in 2016 do-minimum and with-Scheme are lower than observed flows in 2005.
- ii) The estimated 2016 southbound flow on A406 immediately north of the Scheme is lower than the observed 2005 southbound flow at the same location, with or without the scheme.
- iii) i) and ii) above seem counter-intuitive, at first sight, and capable of leading to the view that some design flows at the proposed A13/A406 junction may be too low. However, paragraph 10 of TFL/282 identifies reasons why reductions (of up to 5%) in flows on A406 might be expected during the period to 2016.

3 The opportunity to discuss this with Mr Smith would assist.

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J Watson

21 April 2006