

Thurrock - An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future

## Lower Thames Crossing Task Force

The meeting will be held at **6.00 pm** on **20 March 2023**

**Committee Room 2, Civic Offices, New Road, Grays, RM17 6SL**

### Membership:

Councillors Fraser Massey (Chair), John Kent (Vice-Chair), Gary Byrne, Sara Muldowney, Augustine Ononaji, Terry Piccolo, Kairen Raper and Sue Sammons

### Agenda

Open to Public and Press

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<b>1 Apologies for Absence</b>	
<b>2 Minutes</b>	<b>5 - 8</b>
To approve as a correct record the minutes of the Lower Thames Crossing Task Force meeting held on 14 November 2022.	
<b>3 Items of Urgent Business</b>	
To receive additional items that the Chair is of the opinion should be considered as a matter of urgency, in accordance with Section 100B (4) (b) of the Local Government Act 1972.	
<b>4 Declaration of Interests</b>	
<b>5 Thames Crossing Action Group Presentation</b>	<b>9 - 28</b>
<b>6 Verbal Update: Council's Position - Examination</b>	
<b>7 Work Programme</b>	<b>29 - 30</b>

**Queries regarding this Agenda or notification of apologies:**

Please contact Lucy Tricker, Senior Democratic Services Officer by sending an email to [direct.democracy@thurrock.gov.uk](mailto:direct.democracy@thurrock.gov.uk)

Agenda published on: **10 March 2023**

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# DECLARING INTERESTS FLOWCHART – QUESTIONS TO ASK YOURSELF

Breaching those parts identified as a pecuniary interest is potentially a criminal offence

## Helpful Reminders for Members

- *Is your register of interests up to date?*
- *In particular have you declared to the Monitoring Officer all disclosable pecuniary interests?*
- *Have you checked the register to ensure that they have been recorded correctly?*

## When should you declare an interest *at a meeting*?

- **What matters are being discussed at the meeting?** (including Council, Cabinet, Committees, Subs, Joint Committees and Joint Subs); or
- If you are a Cabinet Member making decisions other than in Cabinet **what matter is before you for single member decision?**



Does the business to be transacted at the meeting

- relate to; or
- likely to affect

any of your registered interests and in particular any of your Disclosable Pecuniary Interests?

Disclosable Pecuniary Interests shall include your interests or those of:

- your spouse or civil partner's
- a person you are living with as husband/ wife
- a person you are living with as if you were civil partners

where you are aware that this other person has the interest.

A detailed description of a disclosable pecuniary interest is included in the Members Code of Conduct at Chapter 7 of the Constitution. **Please seek advice from the Monitoring Officer about disclosable pecuniary interests.**

**What is a Non-Pecuniary interest?** – this is an interest which is not pecuniary (as defined) but is nonetheless so significant that a member of the public with knowledge of the relevant facts, would reasonably regard to be so significant that it would materially impact upon your judgement of the public interest.

### Pecuniary

If the interest is not already in the register you must (unless the interest has been agreed by the Monitoring Officer to be sensitive) disclose the existence and nature of the interest to the meeting

If the Interest is not entered in the register and is not the subject of a pending notification you must within 28 days notify the Monitoring Officer of the interest for inclusion in the register

Unless you have received dispensation upon previous application from the Monitoring Officer, you must:

- Not participate or participate further in any discussion of the matter at a meeting;
- Not participate in any vote or further vote taken at the meeting; and
- leave the room while the item is being considered/voted upon

If you are a Cabinet Member you may make arrangements for the matter to be dealt with by a third person but take no further steps

### Non- pecuniary

Declare the nature and extent of your interest including enough detail to allow a member of the public to understand its nature



You may participate and vote in the usual way but you should seek advice on Predetermination and Bias from the Monitoring Officer.

## Our Vision and Priorities for Thurrock

An ambitious and collaborative community which is proud of its heritage and excited by its diverse opportunities and future.

1. **People** – a borough where people of all ages are proud to work and play, live and stay
  - High quality, consistent and accessible public services which are right first time
  - Build on our partnerships with statutory, community, voluntary and faith groups to work together to improve health and wellbeing
  - Communities are empowered to make choices and be safer and stronger together
  
2. **Place** – a heritage-rich borough which is ambitious for its future
  - Roads, houses and public spaces that connect people and places
  - Clean environments that everyone has reason to take pride in
  - Fewer public buildings with better services
  
3. **Prosperity** – a borough which enables everyone to achieve their aspirations
  - Attractive opportunities for businesses and investors to enhance the local economy
  - Vocational and academic education, skills and job opportunities for all
  - Commercial, entrepreneurial and connected public services

## Minutes of the Meeting of the Lower Thames Crossing Task Force held on 14 November 2022 at 6.00 pm

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- Present:** Councillors Fraser Massey (Chair), Gary Byrne and Kairen Raper
- Apologies:** Councillors John Kent (Vice-Chair), Sara Muldowney, Augustine Ononaji, and Sue Sammons  
Westley Mercer, Thurrock Business Board Representative
- In attendance:** Colin Black, Assistant Director Regeneration and Place Delivery  
Lucy Tricker, Senior Democratic Services Officer
- Chris Stratford, Senior Consultant Stantec, engaged by Thurrock Council
- Laura Blake, Thames Crossing Action Group (TCAG) Representative  
Robert Quick, Resident Representative
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Before the start of the meeting, all present were advised that the meeting was being live-streamed and recorded, with the recording being made available on the Council's website.

### 8. Minutes

Councillor Raper asked if a written response had been received from National Highways (NH) following a question regarding figures for economic growth asked at the previous Task Force meeting. The Senior Consultant Stantec replied that responses had been received from NH, but the team had sent responses back to NH and requested further clarification. He confirmed that once satisfactory responses had been received then these would be circulated with the Task Force.

The Thames Crossing Action Group (TCAG) Representative highlighted page 9 of the agenda and clarified that she had asked how an all-purpose trunk road designed to smart motorway standards would make the LTC safer than a smart motorway, rather than asking 'if the road would be safer if classified as a motorway'.

The minutes of the meeting originally scheduled for 19 September 2022 and held on 17 October 2022 were approved as a true and correct record, subject to the above amendment.

### 9. Items of Urgent Business

There were no items of urgent business.

#### **10. Declaration of Interests**

There were no interests declared.

#### **11. Health Impact Assessment: Verbal Update**

The Senior Consultant Stantec explained that two presentations on this topic had recently been circulated to Task Force Members. He stated that NH had submitted their Development Consent Order (DCO) on 31 October 2022 and a new Health and Equalities Impact Assessment (HEqIA) from NH was available on the Planning Inspectorate (PINS) website. He stated that it was too large to circulate, but would be shared with the Task Force either as an online link or via SharePoint. He confirmed that if the DCO was accepted on 28 November, then the team would review and analyse all the documents in detail.

The Chair requested that a report be added to the Task Force Work Programme with more detailed feedback regarding the HEqIA. The Senior Consultant Stantec explained that the team would be reviewing all documentation between December and February/March, if the DCO was accepted, and a report could be added to the February or March Task Force meeting.

*Councillor Byrne left the meeting at 6.08pm.*

*The meeting was adjourned at 6.09pm.*

*The meeting was reconvened at 6.20pm*

#### **12. DCO Submission: Verbal Update**

The Chair explained that the meeting was now inquorate, but would continue as no recommendations or decisions were scheduled to be made.

The Senior Consultant Stantec stated that NH had formally submitted their DCO version 2 (DCOV2) on 31 October 2022, and therefore all documentation had been released onto the PINS website. He commented that there were 554 overall documents containing approximately 63,000 pages. He explained that Thurrock Council and other host local authorities now had to submit an Adequacy of Consultation (AoC) document to PINS by 16 November, who would then decide whether to accept the DCO by 28 November. The Senior Consultant Stantec described how if the DCO was accepted then the team would review all documentation, and PINS could ask for more information if they considered it necessary. He stated that the whole process would take approximately 15-18 months, and this would begin, if the DCOV2 application was accepted on 28 November, with PINS appointing five panel members in



early December, who would then have between 3 and 5 months to review all the documents. He explained that PINS would then set up a preliminary meeting, probably in April/May 2023 before the public Examination phase starting in approximately June 2023. He stated that PINS would ask questions of the applicant and stakeholders, once they had completed their review of the documentation, and responders would have approximately three weeks to respond. He commented that public and topic hearings would also be held during this time, and this Examination was expected to finish in December 2023. He explained that PINS would have three months to prepare their recommendations before the report was sent to the Department of Transport. He explained that the Secretary of State would then have three months to grant consent or not. The Senior Consultant Stantec explained that therefore a decision from government was expected in mid-2024. He stated that interested parties could make representations to NH either through written questions or at an in-person hearing, but these people/groups would have to register to become an interested party on the PINS website. He summarised and stated that Thurrock Council had now drafted the AoC and this was currently going through governance processes.

The Chair queried how long people would have to register and when they could do this. The TCAG Representative replied that people usually had at least 30 days to register as an interested party, but this could be longer. She stated that people could now register for updates, which would inform them via email when registration as an interested party was open. The Senior Consultant Stantec added that the Council would publicise on their website when registration as an interested party was open, and the PINS Advice Note had been published, giving advice to the public. The TCAG Representative highlighted that documents could be filtered and searched on the PINS website. The Chair queried who could register as an interested party. The Senior Consultant Stantec replied that any business, individual or group in the UK could register.

### **13. Work Programme**

The Chair stated that as the meeting was inquorate, the Task Force were unable to discuss the Work Programme.

**The meeting finished at 6.33 pm**

Approved as a true and correct record

**CHAIR**

**DATE**

**Any queries regarding these Minutes, please contact  
Democratic Services at [Direct.Democracy@thurrock.gov.uk](mailto:Direct.Democracy@thurrock.gov.uk)**



# THAMES CROSSING ACTION GROUP

[www.thamescrossingactiongroup.com](http://www.thamescrossingactiongroup.com)

## TCAG – who we are

Together we are stronger!



Thames Crossing Action Group, or TCAG began life as a community action group that represented people in Thurrock.

There were similar groups set up across the water, but we quickly became aware of attempts to divide and conquer, so we joined forces and TCAG took the lead in the fight against LTC. We now represent anyone and everyone who is opposed to the LTC!

In 2017 members of TCAG were refused the opportunity to ask a question at full council, resulting in us being thrown out of the meeting, and a lot of press and media attention followed.

As a result of this the LTC Task Force was created to improve and allow ongoing communications between the council and the public. We have had a seat on the committee from the very beginning.

Now we work with the council on LTC, and appreciate the hard work the council's LTC team have done over the years.

# LTC – Some of what would be lost and impacted



## LTC fails scheme objectives

LTC wouldn't solve problems at the Dartford Crossing, which has a design capacity of 135,000 vehicles per day, and regularly sees 180,000 per day. We'd need more than 25% reduction to bring it back below capacity. LTC would take as little as 4%. Still leaving the current crossing over capacity.

No planning how traffic would migrate between the two crossings when there are incidents and there wouldn't be adequate connections. More chaos, congestion, and pollution.

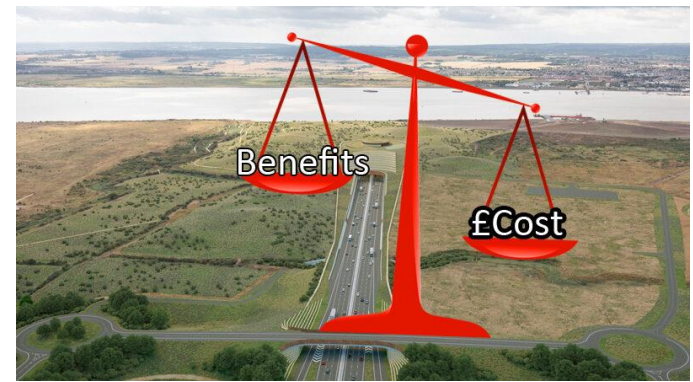
There would be a 50% increase in cross river traffic if the LTC goes ahead, and it would also impact the existing and local road network.

It would be hugely destructive and harmful. Destroying and impacting homes, lives, health and well-being, green belt, woodlands (including ancient woodland), agricultural land (including grade 1 listed), solar farms, wildlife and habitats, countryside (including an Area of Outstanding Natural Beauty), the environment (around 6.6 million tonnes of carbon emissions), communities, and so much more.

Put simply LTC is not fit for purpose.



## LTC – Cost and Benefit Cost Ratio



Since 2016 the estimated cost has risen from £4.1bn up to an estimated £10bn+

Since 2016 the adjusted Benefit Cost Ratio (BCR) has fallen from 3.1 down to 1.22

The adjusted BCR doesn't take a lot of significant things into account, for example the cost to the NHS for associated healthcare due to air pollution.

The cost is for capital cost not the real cost, ie it doesn't include things like the cost of disbenefits to impacted areas.

It also doesn't consider the additional costs that would come about as a direct result of the LTC if it goes ahead. Additional projects like the Tilbury Link Rd, Blue Bell Hill, A2 dualling, and other roads.

We don't believe adequate consideration has been given to these false economies.

## LTC – Accounting Officer Assessment



An Accounting Officer Assessment is an official government document. It is supposed to offer transparency and guidance to Ministers who are making decisions about spending significant amounts of public money.

The Public Accounts Committee had been pushing for AOAs like the LTC AOA to be published as there had been a delay. The LTC AOA was finally published in Jan 2023.

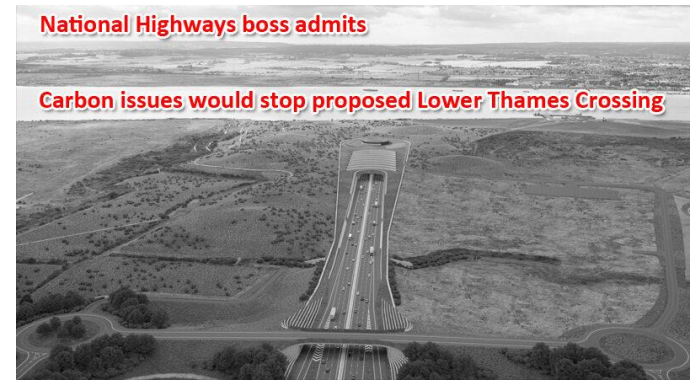
The info and figures used in the AOA were 2 years out of date, and was working on costs as of August 2020.

The LTC AOA referred to independent assessment reviews by the Infrastructure Planning Authority. TCAG submitted an FOI request for copies of the reviews. The Cabinet responded to refuse the request.

TCAG have now instructed Leigh Day to write to The Cabinet on our behalf to appeal, by requesting an internal review on the decision. Cabinet have 40 working days to respond.



## LTC - 6.6 million tonnes of carbon



The proposed LTC is not compliant with the legal commitment to Net Zero.

A top NH/LTC boss has said that if the carbon problem is not resolved the LTC won't go ahead.

NH have claimed that they would further slash carbon, yet when we and others questioned them as to how they would do this they back away from their bold claims, and had to admit that the technology is not available yet, and that even if it does become available it is highly unlikely to happen until towards the end of the proposed construction period.

Client Earth, Friends of the Earth, and Good Law Project won their legal challenge on the Government's Net Zero Strategy. Government have until 31<sup>st</sup> March 2023 to come up with a new strategy.

There are a number of other legal challenges on climate grounds against new road projects, largely referencing carbon issues. We are in touch with those making these challenges.

## LTC – propaganda and greenwash



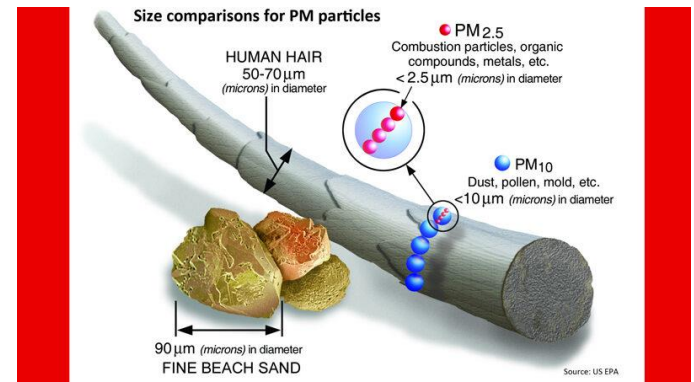
National Highways continue to attempt to greenwash the LTC, when the reality is it would be a hugely destructive and harmful project.

Billed as the greenest road ever built by NH, and given path finder project status by government. Yet there is no evidence to back up these claims. The talk about further slashing carbon, yet when quizzed by us and a leading industry journalist backed away from the bold claim and had no evidence of how they would further slash the carbon.

There is creative accounting in regard to Hole Farm Community Woodland, as NH are attempting to claim it as environmental mitigation and compensation for LTC, despite announcing publicly that it would go ahead regardless of the LTC.

NH recently promoted an LTC Community Fund, the reality is that this was rebranded funds from the central NH Designated Funds that could be applied for by communities regardless of it being earmarked and branded as an LTC Community Fund. They are simply using funds that are already available to try and put a positive spin on a terrible project.

## LTC fails on air pollution targets



Not has happened since Professor Lucas tweeted the above.

New legal targets for air quality, including PM2.5 have been set, and the level is the same as the guidance she tweeted about, so the whole route would fail against UK law now.

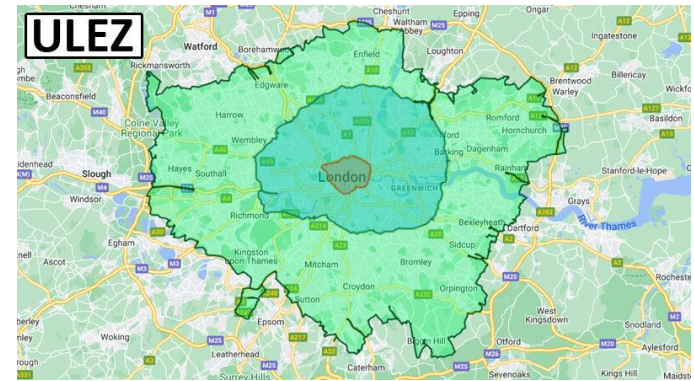
Don't forget EVs still emit PM2.5, and it pollutes the air we breathe, the water we drink, and the soil we grow our food in, it also harms wildlife.

NH have advised us they are still assessing LTC against the new legal levels.

**We all deserve the right to breath clean air**

**Ella's Law (Clean Air Act) should get it's second hearing in the Commons on 24<sup>th</sup> March**

## LTC - ULEZ



TCAG have written to the Mayor of London regarding the fact the proposed LTC (if it goes ahead) and the M25 both fall within the London Borough of Havering. However, residents in areas like North Ockendon would be subject to ULEZ expansion, even if just for a weekly grocery shop. Yet traffic rumbling past 24/7 on the M25 and LTC would not be subject to ULEZ with both being NH roads not TfL.

The response we received on his behalf states that TfL have concerns about the proposed LTC and will be making representation in the DCO.

On to the topic of ULEZ in Havering we were told there would be improved air quality due to the ULEZ expansion. Whilst we are of course very much for cleaning up air quality, we have asked what evidence the Mayor and TfL have for this, since the ULEZ consultation stated there would be no improvement. We are waiting their response.

As with the proposed LTC there are also concerns about PM2.5 pollution which would not be covered by ULEZ.

## LTC - 'Smart' Motorway by stealth

Evidence from DCO documents shows that the proposed LTC would be a 'smart' motorway by stealth.



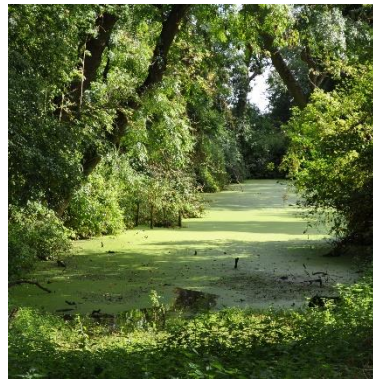
“In common with most A-roads, the A122 would operate with **no hard shoulder** but would feature a 1m hard strip on either side of the carriageway. It would also feature technology including **stopped vehicle and incident detection, lane control, variable speed limits and electronic signage and signalling**” - Paragraph 2.2.6 of Section 6.2 of the Transport Forecasting Package.

“Notwithstanding that the Project is to be designated as an all-purpose trunk road (APTR), **the mainline is coded as a three-lane motorway** (except for the northern section between the M25 and A13 where the southbound direction has two lanes)“- Paragraph 6.2.3 of Section 6.2 of the Transport Forecasting Package.

**'Smart' technology + motorway design = 'Smart' motorway**

We have written to the Transport Secretary and Roads Minister calling for LTC to be paused in keeping with the pause on 'Smart' Motorways.

## LTC – Habitats and wildlife



The UK is one of the most nature depleted countries in the world.

Proposed water vole habitat is in an area known for Mink, water voles main predator.

NH admit there is no proven mitigation for bats when it comes to large road projects.

Surveys have even re-found the ruby-tailed wasp, which has been classed as extinct in the UK, which was on record as not having been seen since 1902.

Maps dating back to 1767 show The Wilderness, a privately owned woodland in South Ockendon. The estate was owned by Sir Richard Saltonstall, Mayor of London in the 1500s.

The LTC route was changed to avoid the nearby landfill site, pushing the LTC through The Wilderness instead of the landfill site.

## LTC – food security

Food security is very topical right now.



Empty shelves could be something we have to start getting used to if we don't take food security seriously.

If the proposed LTC goes ahead thousands of acres of farmland would be lost or impacted.

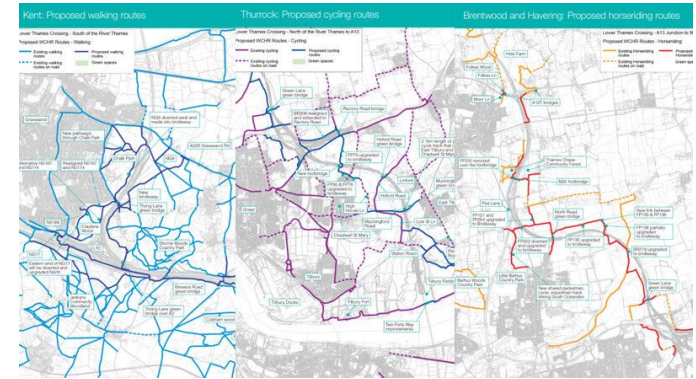
It's not just the direct loss of land, which includes grade 1 listed land, but also the impacts to the land.

PM2.5 not only pollutes the air we breathe but also the water we drink and the soil we grow our food in.

Loss of land also leads to the need to import more food, which results in more miles travelled and larger carbon footprints.

Plus of course the environmental impacts of the LTC contribute towards climate change and further disruption to food growth and production in general.

## LTC – active and public transport



Despite government talk about improving active travel and encouraging modal shift, the proposed LTC offers no provision of cross river active travel.

Some of the walking, cycling, horse riding routes NH are claiming as 'new' are actually existing routes that would need to be realigned due to the LTC.

We also question some of the proposed routes that spiral and zig zag like those in Tilbury Fields, which seem to be more about increasing the number of miles of paths for NH benefit, rather than improving active travel for communities.

We have been told by a local bus company that the LTC would not be viable for bus routes, due to the lack of adequate connections.

This does not encourage modal shift, or offer a cleaner and healthier environment for people to get out of cars and walk, cycle and use public transport more.



## LTC - alternatives

We do not feel adequate consideration has been given to other better and more sustainable alternatives.



70% of goods in and out of the Port of Dover use the Dartford Crossing. 42% of traffic using the Dartford Crossing is goods vehicles. Yet there are no rail connections to the Port of Dover.

Rail improvements between Ashford and Reading, estimated cost £4.5bn would get more freight off the roads and onto more sustainable rail.

Tesco's are already using more rail freight and have said that this move has helped them ensure better reliability of stocking their shelves.

Kenex tram would offer a sustainable cross river public transport option, and take around 10% of traffic away from the Dartford Crossing.

Evidence shows that new roads lead to more traffic, usually around 50% increase, induced demand, so we cannot simply continue to build more and more roads, we need better and more sustainable options.

## LTC – other considerations

There are so many changes going on at the moment.



A lot has changed since the LTC preferred route was announced, so there really is a serious question of the proposal needing to be reassessed.

The National Policy Statement for National Networks that the LTC is being judged against is currently being reviewed because it is outdated and doesn't take things like Net Zero into account.

Welsh Government has recently announced their decision making process will not allow harmful new roads that increase things like carbon emissions or fail to support modal shift.

During a recent oral evidence hearing for the Transport Select Committee inquiry, committee member Ben Bradshaw MP said that given what they had been told it sounds as if the A303 Stonehenge and Lower Thames Crossing are just not going to happen, they're impossible.

## TCAG - Networking

We are leading the fight against the proposed LTC.  
Over the years our networking has grown.



We now work closely with the likes of Transport Action Network, Woodland Trust, Essex and Kent Wildlife Trusts, Kent and Essex CPRE, Buglife, Community Planning Alliance, South Essex Wildlife Hospital, Essex Badger Protection Group, West Kent Badger Group, Cycling UK, Froglife, and many other NGOs and community action groups around the country.

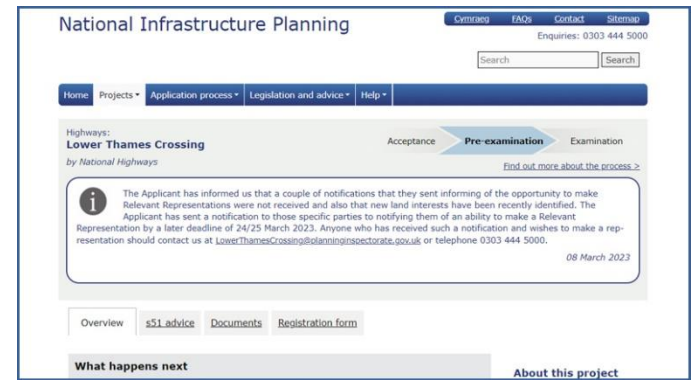
We are in regular contact with MPs, government select committees, councillors, local authorities, community forums, and parish councils. As well as leading academics, and industry experts.

We have built up working relationships with local, regional and national press and media, and have appeared numerous times on radio and tv talking about the LTC.

We realise that the LTC is not just a local road/problem it is the largest road project in the UK, and we are strong believers that together we are stronger, which is why we continue to liaise and work with as many people and groups and we can.

## They don't have permission yet

The first attempt to submit the DCO application in 2020 failed and was withdrawn.



In Oct 2022 the second attempt was made, and accepted in Nov for Examination.

Between 9<sup>th</sup> Jan 2023 – 24<sup>th</sup> Feb registration took place to participate in the DCO process.

We are now in the Pre-Examination stage

Examination is anticipated to start May/June and will last strictly 6 months

The Examining Authority will then have 3 months to consider and make a recommendation to the Secretary of State for Transport, who takes a further 3 months to consider and announce their decision on whether to grant permission or not.

There is then a 6 week window for legal challenge if there is a case to be had.

There have been questions about Thurrock Council's ability to make representations in the DCO. In particular reference to the council making a Local Impacts Report, which is an important document that the Examining Authority and the Secretary of State for Transport have to take into account when making their decision about the LTC.

TCAG have registered and will be making representations in the LTC DCO.

# They don't have permission yet

Latest news broke on 9<sup>th</sup> March.

The Transport Secretary has announced that whilst the LTC DCO process will still carry on, IF it is granted permission there would be a 2 year delay in starting construction.

**Transport Update**

Statement made on 9 March 2023

Statement UIN HCWS625

**Statement** To date we have spent over £800m on planning the Lower Thames Crossing. It is one of the largest planning applications ever, and it is important we get this right. We remain committed to the Lower Thames Crossing, and the Development Consent Order process will be an important opportunity to consult further to ensure there is an effective and deliverable plan. In order to allow time for this process, and given wider pressures on RIS, we will look to rephase construction by 2 years.



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“To date we have spent over £800m on planning the Lower Thames Crossing. It is one of the largest planning applications ever, and it is important we get this right. We remain committed to the Lower Thames Crossing, and the Development Consent Order process will be an important opportunity to consult further to ensure there is an effective and deliverable plan. In order to allow time for this process, and given wider pressures on RIS, we will look to rephase construction by 2 years.”

Obviously in that time a lot will change again. We could have a new government. Things like environmental and traffic modelling should have to be updated. The roads policy should have been reviewed and updated. Costs will definitely have risen even more.

We hope and believe this latest news could be the beginning of the end for this awful road project. The fight continues!



THAMES CROSSING  
ACTION GROUP

We say **NO** to the  
**Lower Thames Crossing  
Option C**

[www.tcag.info](http://www.tcag.info)

**Lower Thames Crossing Task Force  
Work Programme 2022/23**

Dates of Meetings: 20 June 2022, 18 July 2022, 22 August 2022, 19 September 2022, 17 October 2022, 14 November 2022, 12 December 2022, 23 January 2023, 20 February 2023, 20 March 2023, 24 April 2023

<b>Topic</b>	<b>Lead Officer</b>	<b>Requested by Officer/Member</b>
<b>20 June 2022</b>		
Nomination of Chair	Democratic Services	Officers
Nomination of Vice-Chair	Democratic Services	Officers
LTC Consultation Response	Colin Black	Officers
Work Programme	Democratic Services	Officers
<b>18 July 2022 - CANCELLED</b>		
<b>22 August 2022 - CANCELLED</b>		
<b>19 September 2022 – Moved to 17 October 2022</b>		
National Highways Presentation	Colin Black	Members
Development Consent Order Process Overview: Verbal Update	Colin Black	Members
Health Impact Assessment: Verbal Update	Colin Black	Members
Work Programme	Democratic Services	Officers
<b>17 October 2022 - CANCELLED</b>		
<b>14 November 2022</b>		
Health Impact Assessment: Verbal Update	Colin Black	Members

DCO Submission: Verbal Update	Colin Black	Members
Work Programme	Democratic Services	Officers
<b>12 December 2022 - CANCELLED</b>		
<b>23 January 2023 - CANCELLED</b>		
<b>20 February 2023 - CANCELLED</b>		
<b>20 March 2023</b>		
Thames Crossing Action Group Presentation	Thames Crossing Action Group	Members
Verbal Update: Council Position – Examination	Mark Bradbury	Officers
Work Programme	Democratic Services	Officers
<b>24 April 2023</b>		
Work Programme	Democratic Services	Officers

**Clerk:** Lucy Tricker  
**Last updated:** 10<sup>th</sup> March 2023