

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 **15 July 2019**

**Committee Room 1, Civic Offices, New Road, Grays, Essex, RM17 6SL**

### Membership:

Councillors Gerard Rice (Chair), Luke Spillman (Deputy Chair), Andrew Jefferies, Tom Kelly, Fraser Massey, Allen Mayes, Sara Muldowney, Terry Piccolo and Sue Shinnick

### Agenda

Open to Public and Press

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To approve as a correct record the minutes of the Lower Thames Crossing Task Force meeting held on 10 June 2019.	
<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.	
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**Queries regarding this Agenda or notification of apologies:**

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

Agenda published on: **8 July 2019**

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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 10 June 2019 at 6.00 pm

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**Present:** Councillors Luke Spillman (Deputy Chair), Gerard Rice (Chair), Andrew Jefferies, Sara Muldowney, Terry Piccolo and Sue Shinnick

Laura Blake, Thames Crossing Action Group Representative  
John Speakman, Thurrock Business Board Representative

**Apologies:** Councillors Gary Byrne, Tom Kelly, Allen Mayes and Mercer Westley Mercer, Thurrock Business Board Representative Peter Ward, Business Representative

**In attendance:** Mat Kiely, Strategic Lead Transportation Development  
Leigh Nicholson, Interim Assistant Director of Planning, Transport and Public Protection  
Luke Tyson, Business Manager  
Lucy Tricker, Democratic Services Officer

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Before the start of the Meeting, all present were advised that the meeting may be filmed and was being recorded, with the audio recording to be made available on the Council's website.

### 1. Apologies for Absence

Apologies for absences were received from Councillor Allen Mayes, Councillor Tom Kelly and Councillor Gary Byrne, as well as Westley Mercer, Thurrock Business Board Representative. Peter Ward, Thurrock Business Representative also sent his apologies and sent John Speakman as his substitute.

### 2. Nomination of Chair and Vice-Chair

Councillor Rice was nominated as Chair by Councillor Shinnick and this was seconded by Councillor Muldowney. This was agreed by the Lower Thames Crossing Task Force. Councillor Spillman was nominated as Vice-Chair by Councillor Shinnick and this was seconded by Councillor Jefferies. This was agreed by the Lower Thames Crossing Task Force.

### 3. Minutes

The Chair highlighted the section of the minutes on page 7 of the agenda regarding the software licence which HE had promised to send in February, and asked if this had been received yet. The Strategic Lead Transport Development replied that this had been received, and would provide a full update later on in the meeting.

The minutes of the Lower Thames Crossing Task Force meeting held on 11 February 2019 were approved as a correct record.

#### **4. Items of Urgent Business**

Councillor Spillman raised one item of urgent business regarding Councillor Massey, the newly elected Independent Member from East Tilbury, and his participation in the Lower Thames Crossing Task Force. He asked if it was possible to amend the Terms of Reference so Councillor Massey could sit on the Task Force. The Democratic Services Officer replied that although this was possible, the Terms of Reference would have to be updated, and then be agreed upon at General Services Committee, which was not yet planned for this municipal year. Councillor Spillman then asked if he could withdraw Councillor Gary Byrne from the Task Force, and gift his seat to Councillor Massey. The Democratic Services Officer commented that this was possible, although this could not be confirmed at this LTC meeting. She clarified that Councillor Spillman would have to announce this at Full Council so the Appointments Booklet could be updated and all elected Members could agree. Councillor Spillman confirmed that this was the option he would be pursuing, and would announce the gifting of the seat at the next Full Council meeting.

#### **5. Declaration of Interests**

There were no interests declared.

#### **6. Terms of Reference**

The Chair asked if any Members had any comments regarding the Terms of Reference. The Thames Crossing Action Group (TCAG) Representative replied that the Terms of Reference listed her group as the 'Lower Thames Crossing Action Group', but the official name was the 'Thames Crossing Action Group' and asked if this could be changed.

Councillor Jefferies highlighted the frequency of meetings, and asked if monthly meetings were necessary, and if it would be more productive to meet on an ad-hoc basis. The Chair answered that it was useful to have dates in diaries, so Members could be aware of upcoming meetings, but if no substantial business was on the agenda then meetings could be cancelled. Councillor Piccolo added that the LTC Task Force should fall in-line with other Committees and not hold an August meeting. The Chair commented that the LTC Task Force was different to other Committees as it was reliant on Highways England (HE) communicating and providing information, and as this happened throughout the year, an August meeting was necessary.

#### **7. Task Force Priorities List**



The Strategic Lead Transport Development introduced the report and stated that there were no fundamental changes to the Priorities List, and was on the agenda for the Task Force to note. He stated that HE were currently analysing 26,000 consultation responses, and that because of this the Council were unlikely to hear from HE until later on in June. He elaborated that HE were currently looking at the scheme design, but the Council had not received detail on this. The Strategic Lead Transport Development then added that HE had provided the data sharing agreement and cordoned model, and these had been separated into two sections. The first section related to 2036-2041 and had been sent over on 13 May 2019; and the second section related to 2031-2051 and had been sent over on 6 June 2019, and the Council's consultants, PBA, were currently analysing the data. He moved onto discussing the Health Impact Assessment (HIA), which was being progressed and officers had now agreed to its scope. The Strategic Lead Transport Development finished by stating that the Council were expecting an announcement from HE in the next few weeks, which would allow for matters to be progressed further.

The Chair asked if the LTC Task Force would be able to take part in a traffic modelling workshop, as this had been mentioned in a previous meeting. The Strategic Lead Transport Development replied that this could now be progressed and a suitable date could be identified. He clarified that PBA would need to analyse the data first, but at the July meeting of the LTC Task Force, a discussion could take place regarding a date for the workshop.

The Vice-Chair asked if officers were waiting on any information from HE that they had requested and not yet received. The Strategic Lead Transport Development replied that they had been waiting for the cordoned model, but there had been a legal delay in signing the data sharing agreement. He commented that the Council had no other data issues and were content with the information HE had made available, although it had been delayed.

The Chair questioned the HIA, as this would feature heavily in the design. He asked when the Task Force would be able to see this document. The Strategic Lead Transport Development replied that an item would be coming to the July Task Force when Members could talk about it with officers from the Public Health team.

The TCAG Representative provided an update from the Thames Crossing Action Group (TCAG) as HE had been in communication and stated they were starting pumping works south of the river which would run until late August. The TCAG Representative also stated that HE had announced they would be boring 700 holes in 400 locations south of the river, and had invited the TCAG to view the works.

The Chair then drew Members attention to page 18 of the agenda and asked how the project would be funded. The TCAG Representative replied that she believed that HE would be funding the project entirely through public money, which had not been allocated yet. The Chair mentioned that the deadline for central government funding was October 2019, and this would not be open again for another 5 years. He felt that if HE could not meet this deadline, then

the scheme could not go ahead as planned. The TCAG Representative commented that the A303 at Stonehenge were in the same process, but were at examination phase, and could prove to be a good comparator. The TCAG Representative asked if the cordoned model only provided traffic modelling for the proposed route C3. The Strategic Lead Transport Development replied that it provided a baseline for the current proposal of LTC.

The Chair asked the Thurrock Business Representative if the Port of Tilbury had received any response from HE regarding their consultation submission, or any news on the proposed Tilbury Link Road. The Thurrock Business Representative replied that although the Port of Tilbury had spoken with HE, they had been provided with no clear answers.

The Chair commented that it was important to mitigate against the scheme and protect urban areas. The TCAG Representative stated that during the construction of HS2, many trees along the route had started to die and needed replacing. She commented that she did not want this to occur during construction of the LTC, and the route needed proper screening. The Chair also asked what arrangements were being made to protect Coalhouse Fort. The Strategic Lead Transport Development replied that he would email a response to Task Force Members.

The Vice-Chair drew the Task Force's attention to page 34 of the agenda, and the section relating to engagement with stakeholders. He asked if the Council were joining forces with other major stakeholders, such as the Port of Tilbury, to formalise their complaints and experiences dealing with HE. The TCAG Representative added that this was an important suggestion as other stakeholders were experiencing issues with other projects, as well as LTC.

## **8. Work Programme**

The Chair stated that a report updating the Task Force on the progress of the HIA would be coming to July's meeting. The Vice-Chair asked officers to put pressure on PBA to analyse the data, so a workshop could be organised for the Task Force. He also asked if a formal complaint process could be drawn up against HE, although he understood the Council were currently in a waiting period.

THE TCAG Representative stated that she believed HE would be undertaking further targeted consultation relating to Orsett Showground and the changing route, and wanted the Task Force to advertise this so people fill out the consultation response form. She also stated that the TCAG were willing to meet with new Councillors to inform them of their work and answer any questions they may have.

The Chair asked if copies of the minutes could be made available to HE, so they can see discussions that take place at Task Force meetings which they choose not to attend.

**The meeting finished at 6.40 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)**

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## Lower Thames Crossing Task Force – Health and Equalities Impact Assessment

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### 1 Our Approach to Health and Equalities Impact Assessment

- 1.1 Highways England is committed to undertaking a thorough assessment of the potential impacts of the Lower Thames Crossing project on people, health and communities, through the Environmental Impact Assessment (EIA) process, as well as through wider assessments, including an Equalities Impact Assessment (in line with provision of the Equality Act 2010) and a Distributional Impact Assessment (in accordance with guidance provided by the Department of Transport). Assessment of potential health impacts was designed to be undertaken as part of the EIA, in line with recent changes to EIA Regulations and guidance. Further, in order to promote best practice, Highways England specified that a Community Impacts Report would be prepared for LTC, describing potential impacts and mitigation measures on local people and vulnerable populations and bringing together information about people and communities into one place.
- 1.2 The approach to assessing the potential impacts of the project on people, health and communities was amended in June 2018 following meetings and correspondence between Highways England and a group of Local Authorities (Thurrock, Kent, Essex, Medway and Southend-on-Sea). The new approach incorporates a stand-alone Health & Equalities Impact Assessment, the purpose of which is to identify potential benefits and negative effects on health and wellbeing as a result of the project, considering impacts on the health of existing and new communities, together with appropriate mitigation and recommendations as necessary. Highways England has appointed Karen Lucas, a Professor of Transport and Social Analysis at the University of Leeds, as an independent advisor to the community impacts workstream for LTC, providing additional rigour and objectivity to the assessment work being undertaken. Professor Lucas also chairs the CIPH Advisory Group.
- 1.3 The Community Impacts and Public Health (CIHP) Advisory Group was established in November 2018 comprising an independent chair, representatives from the LTC project team and senior representation from Local Authorities potentially affected by the project (invited Local Authorities have been by virtue of their proximity to the project and registered interest and include Kent CC, Essex CC, Thurrock Council, Medway Council, Southend-on-Sea BC, Gravesham BC, Dartford BC, London Borough Havering and Brentwood BC).
- 1.4 The Group held a preliminary meeting in November 2018 with senior representation from Local Authorities, following which a Terms of Reference for the Group was agreed by members. The principal objectives of the CIPH Advisory Group are to develop collaborative working practices; to enable a holistic understanding of how the project potentially impacts on local people, communities and health; and to consider potential benefits and opportunities arising from the project.
- 1.5 Three full meetings of the CIPH Advisory Group have been held. Benefits of these meetings to date have included data sharing, the identification of health issues and priorities affecting individual Local Authorities and agreement of specific methodologies for the assessment of potential community and health impacts.
- 1.6 A summary of what has been **agreed** to date by the CIPH Advisory Group is as follows:
  - The Health and Equalities Impact Assessment will use the World Health Organisation (WHO) definition of health as a ‘state of complete physical, mental and social well-being and not merely the absence of disease or infirmity’. This acknowledges that a range of social, economic and environmental factors influence health status, for example the environment, income levels, employment and education.
  - The Health and Equalities Impact Assessment will use Welsh Health Impact Assessment Support Unit (WHIASU) guidance to identify **vulnerable populations** – these include children and young people, the elderly, people on low-incomes, people with physical or mental ill health, travellers, black and minority ethnic groups, people living in rural /isolated areas. Further discussions with the CIPH Advisory Group have highlighted children with special educational needs as a particular vulnerable group for inclusion in the assessment, e.g. potential impacts relating to travel to school during the construction phase.

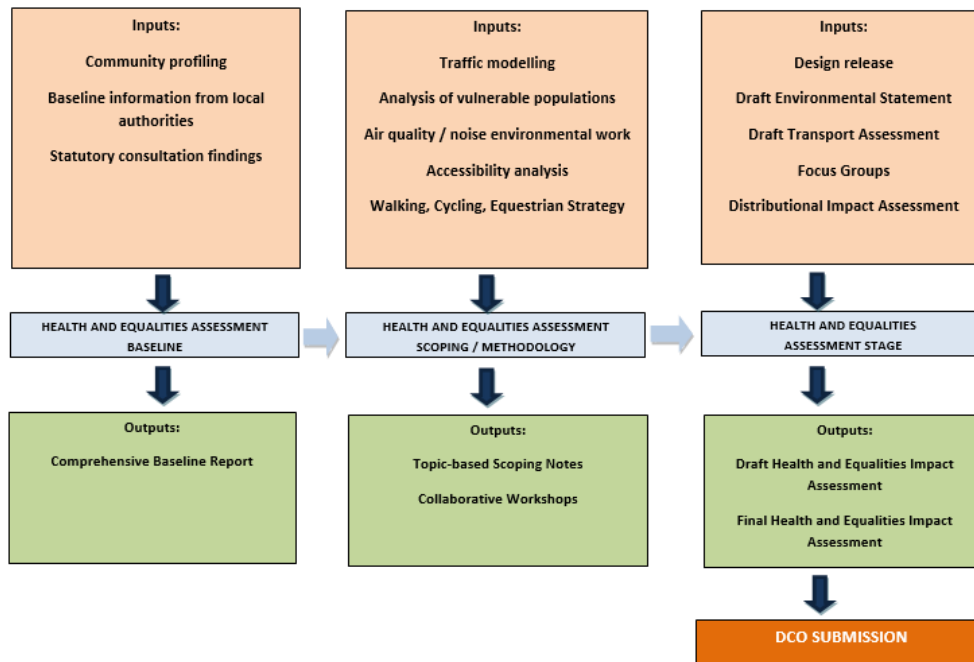
- Health and equalities impacts will be combined in the assessment. Both construction and operational phases of the project will be assessed.
- A comprehensive baseline will be prepared for the Health and Equalities Impact Assessment, covering demographic, health, economic and environmental profiles of local communities. Lower Super Output Areas (LSOAs) will be used to ensure data is locally specific wherever possible. Public health data sources used in the development of the baseline include local area profiles compiled by Public Health England, which are regularly updated. The attached Appendix provides a high-level summary of key aspects full details will be part of the final HIA document. A future baseline will be presented, taking into account population projections, economic forecasts and planned developments.
- Topics scoped into the Health and Equalities Impact Assessment have been agreed as follows:
 

<ul style="list-style-type: none"> <li>- Air Quality</li> <li>- Noise and vibration</li> <li>- Road Safety</li> <li>- Accessibility</li> <li>- Severance</li> <li>- Access to Community Services, Facilities and Open Spaces</li> </ul>	<ul style="list-style-type: none"> <li>- Access to Work and Training</li> <li>- Active Travel</li> <li>- Social Capital (including community safety)</li> <li>- Mental Wellbeing</li> <li>- Soil and Water Pollution</li> <li>- Other Relevant Topics (e.g. climate change/waste, light pollution)</li> </ul>
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- Scoping notes have been prepared which set out proposed methodologies for each of the above topics; these methodologies have been discussed widely at CIPH Advisory Group meetings, with feedback invited from representatives after each meeting. The scoping notes have been agreed at subsequent CIPH Advisory Group meetings, taking into account advised changes as necessary.

1.7 The Health and Equalities Impact Assessment comprises a number of stages for each topic area:

- **Baseline** – key findings of relevance taken from the comprehensive baseline and relevant chapters of the Environmental Statement as necessary.
- **Evidence** – evidence from research to identify links between individual topics and the health of the population (e.g. access to open space has beneficial links with mental and physical wellbeing).
- **Consultation** – key findings from statutory consultation and engagement that has taken place, including the concerns of local communities.
- **Assessment** – identifies whether changes to the health of a population as a result of the project are likely to be beneficial or adverse; an assessment of the duration of change (whether temporary or permanent); consideration of the number of people likely to be exposed to changes in a health determinant together with likely magnitude or severity of change; and an assessment of significance based on professional judgement. The aim of the Health and Equalities Impact Assessment is to enable the impact of the project on social and health inequalities to be identified, minimised and mitigated wherever possible, in a way that is both proportionate and reasonable.
- **Cumulative assessment** – the cumulative assessment will be based on findings from the Environmental Statement in relation to individual environmental topics.

1.8 Links between the Health and Equalities Impact Assessment and other outputs are shown overleaf:



## 2 Thurrock Profile

2.1 A wealth of relevant baseline data has been collated and analysed for each Local Authority area potentially affected by the project. The data for the Thurrock area has been provided by officers from Thurrock Council, identifying a range of issues arising from the demographic and health profiling of local communities in closest proximity to the project (for example Tilbury, East Tilbury, Orsett, Ockendon, Chadwell St Mary, Stifford Clays, Belhus and Little Thurrock / Blackshots).

## 3 Statutory Consultation

3.1 The statutory consultation period held from October – December last year resulted in over 28,000 responses. Key issues raised by members of the public and stakeholders included construction impacts, concerns around air quality, concerns about the proximity of the route to local communities, and other environmental impacts (for example loss of views and impacts on walking and cycling routes). More detail about the findings from the statutory consultation will be released in the near future.

## 4 Assessing Health Impacts and Potential Benefits

4.1 A summary of the approach to assessing potential health impacts for a number of these areas of concern is summarised below and overleaf.

Construction	
Construction impacts	<p>The construction strategy for the project is still in development; once finalised, we will consider the likely impacts of construction on local communities – for example access to community services and facilities, access to walking and cycling routes or areas of open space, noise and visual amenity impacts.</p> <p>Noise and vibration health impacts will be assessed with reference to levels of LOAEL and SOAEL (Lowest and Significant Observed Adverse Effect Level respectively, which refer to the levels above which adverse or significant adverse effects on health and quality of life can be detected). Noise impacts will be considered in relation to construction activities, construction vehicle noise impacts and night-time construction noise impacts.</p> <p>Changes in air quality during construction may arise as a result of vehicle and plant</p>

	<p>machinery emissions, including dust emissions. A Code of Construction Practice (CoCP) will be prepared as part of the Environmental Statement, which will set out mitigation measures to be implemented during the construction phase. These measures represent Best Practice Management (BPM); with the adoption of BPM measures, the impact of construction activities on air quality would be reduced and should ensure that impacts are minimised, if not eliminated.</p> <p>Our accessibility analysis is being developed as a bespoke method for LTC, measuring access to a variety of destinations covering education, employment, health, transport links (for example railway stations), shopping and social welfare. Accessibility by public transport will compare bus routes against construction routes to identify potential impact areas. An assessment of potential severance will consider locations of amenities, journey to work data and approximate usage levels of routes by pedestrians, cyclists and equestrians in the vicinity of the project.</p> <p>Impacts of construction activity on the mental wellbeing of residents will be considered.</p>
<b>Operation</b>	
Changes in air quality	Based on the detailed air quality modelling work undertaken for the project and conclusions presented in the Environmental Statement. This work will identify communities and locations where there are predicted changes in air quality as a result of the project (both positive and negative).
Changes in noise levels	<p>The noise assessment will identify areas of perceptible change in road traffic noise levels (i.e. a change greater than 1dB, either increase or decrease). Specific sensitive locations which may experience a change greater than 1dB in the short term / 3dB in the long term will be identified.</p> <p>Further analysis will be undertaken to consider wider health and equalities effects as appropriate in relation to locations where changes in road traffic noise fall into higher change bands.</p>
Impacts on pedestrians and cyclists	<p>Identifying locations of potential severance, estimation of the number of people likely to be affected and the location of relevant amenities that may be affected.</p> <p>Assessment of the potential needs of vulnerable populations who may be more reliant on walking / cycling, such as children, low-income households and the elderly.</p>
Mental wellbeing	Consideration will be given to how the project may affect the mental wellbeing of local residents, taking into account potential resilience factors within local communities (for example employment, social networks). Perceptions of the project (in terms of potential impacts on air quality or noise) will be explored through a series of Focus Groups.

4.2 In addition to health impacts, we are exploring a range of potential **benefits** that may arise from the Project, which may have a **positive** effect on the health of local communities. Particular areas of interest include:

- **Walking and cycling routes** – identifying improvements which may encourage physical activity and promote access to services, facilities and open space.
- **Skills and legacy** – increasing the awareness of STEM (Science, Technology, Engineering and Mathematics) subjects to encourage young people into construction careers, and creating sustainable skills, employment and education opportunities.



## 5 Next Steps

5.1 The next steps for the Health and Equalities Impact Assessment are as follows:

- The next meeting of the CIPH Advisory Group is in September 2019. The focus of this meeting will be on how **Non-Motorised Users** (pedestrians, cyclists and equestrians) may be affected by the project and potential mitigation measures / opportunities based on assessment work and consultation findings; **environmental mitigation** proposed for the project that may be of particular relevance to health (for example noise mitigation, opportunities for addressing visual impacts); and a discussion of the potential benefits of the project in terms of **education and skills training**.
- A further meeting of the CIPH Advisory Group is arranged for November 2019 at which time discussions will focus on whatever topic is relevant at this point.
- Ongoing health and equalities assessment work will continue to feed into design reviews for both construction and operation stages of the project.
- Preparation of a Draft Health and Equalities Impact Assessment prior to DCO submission.
- Findings from a range of assessments, including the health and equalities work, will be incorporated into a Community Impacts Report, which will also form part of the DCO submission.

## Appendix A Demographic and Health Profile Summary

A.1 Analysis of demographic and health profiles for Thurrock communities located in closest proximity to the LTC project reveal the following issues:

- There are areas with high levels of poverty and deprivation (notably wards in the Tilbury area, Chadwell St Mary and Belhus). These local populations may therefore be more vulnerable to changes in their local environment.
- Life expectancy is lower in several of these communities than is the case for Thurrock as a whole or nationally denoting that they are potentially more vulnerable to health risks than the average population.
- Premature deaths as measured by the Standardised Mortality Ratio (SMR) are higher in certain locations than is the case for Thurrock as a whole or nationally. Deaths and premature deaths from conditions including coronary heart disease and respiratory disease are higher in Ockendon, Tilbury (notably Tilbury St Chads ward) and Chadwell St Mary.
- Hospital admissions for Coronary Obstructive Pulmonary Disease (COPD) are higher for wards within Tilbury, East Tilbury, Ockendon, Chadwell St Mary and Stifford Clays than for Thurrock or England as a whole.
- Social isolation is a feature of a number of communities, as measured by the proportion of pensioners who live alone, which may also make them more vulnerable to certain health risks. Communities where this is a particular issue include Tilbury Riverside and Thurrock Park ward (39.1% of residents may experience social isolation compared to 31.9% for Thurrock), Stifford Clays and Ockendon. Communities such as Orsett also have a higher proportion of people aged over 65 who may be more vulnerable (a further 14% of residents here have a long-term limiting illness or disability).
- Both adult and childhood obesity are prevalent health issues, which should also be reflected when considering potential health risks. Within Tilbury wards, some 13% of 4 to 5-year olds and over a quarter of 10 to 11 year olds are classified as obese, compared to 9.3% and 19.3% nationally. Other wards where obesity is a particular issue include Ockendon (where 28.6% of adults are obese), Belhus (30.2% of adults and 26.3% of 10 to 11-year olds) and Chadwell St Mary (27.6% of adults).

### Thurrock Lower Thames Crossing Task Force - Summary of Key Priorities

While Thurrock Council remains opposed to the proposed Lower Thames Crossing (LTC) being developed by Highways England in the Borough, as part of the response to the Preferred Route Announcement, Thurrock Council established a cross party ‘Lower Thames Crossing Task Force’ which included representation of local residents, the business community and the local action group opposing the scheme.

The following list captures some of the most frequently raised concerns, issues and priorities associated with the project to date. Thurrock Council and the Task Force remain opposed to the Highway England development of a crossing in this location. However the list below is intended to illustrate the real cost of the LTC on Thurrock and its communities and if Highways England take these seriously and factor the cost of remedy it will fundamentally affect the Business Case for the scheme. This can be read in conjunction with the Thurrock [response](#) to PINS.

It is without prejudice and those attending the Task Force will keep this list under review as and when HE provides additional information.

Qu Number	Mitigation Schedule Reference	Topic	Question	Response	Actions
1a(i)	3, 9, 46, 47, 48, 49, 50, 52, 53, 54,	Business Case	How much of this scheme is time savings for trips already on the road network	To be answered as part of the transport modelling work	
1a(ii)	3, 9, 46, 47, 48, 49, 50, 52, 53, 54,	Business Case	Real jobs and growth: how much will be in Thurrock	<p>During construction: There will be hundreds of construction jobs created by the Lower Thames Crossing. The LTC's contractors will have a requirement to recruit locally.</p> <p>Following completion: The Lower Thames Crossing will provide:</p> <ul style="list-style-type: none"> <li>• Significant traffic relief to local roads – particularly west of the A1089.</li> <li>• Better access to the</li> </ul>	

				<p>motorway network</p> <ul style="list-style-type: none"> <li>• Improved journey times to cross the river</li> <li>• Better reliability to cross the river</li> <li>• Improved access to labour markets and to jobs</li> </ul> <p>This will provide opportunities for businesses to grow/for new developments to come forward.</p>	
1a(iii)	3, 9, 46, 47, 48, 49, 50, 52, 53, 54,	Business Case	How much of this scheme is simply creating more journeys by car and longer trips	To be considered by the Council as part of the transport modelling work to inform the Council's consultation response	
1a(iv)	3, 9, 46, 47, 48, 49, 50, 52, 53, 54,	Business Case	If jobs are the highest priority (not a few minutes shaved off m25 journey times) how would this scheme compare to say a crossing at Canvey	<p>There are seven scheme objectives against which options were assessed. The Secretary of State for Transport ruled out pursuing Option D (a crossing at Canvey) in 2009. It was assessed against the scheme objectives:</p> <ul style="list-style-type: none"> <li>• Support sustainable local development and regional economic growth in the medium and long term: Option D would draw less traffic compared to Option C, demonstrating that the economic benefits generated would be considerably smaller.</li> <li>• To be affordable to Government and users: Option D was estimated to cost 40% more</li> </ul>	

				<p>than Option C.</p> <ul style="list-style-type: none"><li>• To achieve value for money: The low traffic demand, limited relief to Dartford and greater cost of Option C indicated that Option D would provide low value for money</li><li>• Minimise adverse impacts on health and the environment: Option D would have had a significant effect on a number of SSSIs along the route.</li><li>• To relieve the congested Dartford Crossing and approach roads and improve their performance by providing free flowing north-south capacity: Option D would take around 3% off the traffic at Dartford and would take 50% less traffic than at Option C.</li><li>• To improve resilience: Resilience would be provided, however, being distant from the M25 and existing Dartford Crossing would mean that were there a problem at Dartford, it would be a very long diversion to use a route at Option D's location.</li><li>• To improve safety: Only limited safety improvements would be gained from Option D.</li></ul> <p>We have carried out a further re-appraisal of all previous options to</p>	
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				re-check and validate the preferred route announcement.	
1b	3, 9, 46, 47, 48, 49, 50, 52, 53, 54,	Business Case	Who is to fund the entirety of the scheme	The Chancellor announced in his budget on 29.10.18 that no further PF2 contracts will be signed by the Government. LTC was expected to comprise of a mix of Design and Build (DB) and Design, Build, Finance, Maintain (DBFM) contracts. Since the announcement has been made there is no clarity around the funding for LTC other than there will be a requirement for funds to come from the Roads Investment Strategy (RIS) 2 and RIS3 programmes which run from (2021 and beyond)	
1c(i)	3, 9, 46, 47, 48, 49, 50, 52, 53, 54,	Tilbury Docks Link Road	Is this confirmed as part of the core scheme	This does not form part of the consultation scheme and is not part of the DfT Client Scheme Requirements.	
1c(ii)	3, 9, 46, 47, 48, 49, 50, 52, 53, 54,	Tilbury Docks Link Road	HE must design for genuine consultation a dual carriageway	This is no longer part of the scheme	
1c(iii)	3, 9, 46, 47, 48, 49, 50, 52, 53, 54,	Tilbury Docks Link Road	There are notable views as to the relative merits of downgrading the A1089. What are HE proposals and how will HE manage this sensitivity	This is no longer part of the scheme	

1d	3, 9, 46, 47, 48, 49, 50, 52, 53, 54,	Contracts	When can local contractors access all current and future HE contracts	<p>Should also request an indicative programme for the procurement process for the scheme. Market engagement day was held in April this year with A303 Stonehenge scheme which has just been submitted to the Planning Inspectorate for consent.</p> <p>HE Response: local labour, suppliers and contractors are essential to delivering this project, should the scheme be approved and subsequently constructed. The Procurement Strategy, currently being drafted, will include the relevant commitments and our approach to early market engagement. The procurement process timetable is currently under review.</p> <p>A Prior Information Notice (PIN) was issued to inform the market that the LTC may, at a future date, wish to buy goods and services. This is standard practice for a project of this scale and does not commit Highways England to carrying out work or issuing contracts.</p> <p>On 6 March the LTC will attend the Thurrock Business Conference, where local businesses will be able to find out more about the project</p>	
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				and potential opportunities	
2a	2, 4, 10,	Involvement of Thurrock Council	HE to commence full and detailed technical assessment with Thurrock Officers and how each and every scheme aspect is genuinely captured by HE and local harm fully mitigated and costed in their current understanding of their proposal.	Technical meetings take place each week to discuss scheme development with officers and share information. The work to identify and mitigate harm will be ongoing throughout the process including consultation, examination, decision and delivery	
2b(i)	2, 4, 10,	Involvement of Thurrock Council	HE must accept that this scheme must be scrutinised in exactly the same manner as other NSIP's such as Purfleet, Tilbury 2 etc. albeit the sheer scale, impact and potential lack of benefit to Thurrock makes this all the more concerning.	The Planning Inspectorate will appoint an independent panel of inspectors to assess the application. The examination process will thoroughly and objectively test the application and evidence before a report is given to the SoS for Transport on which to make a determination	
2b(ii)	2, 4, 10,	Involvement of Thurrock Council	As developer, understand the full and significant impacts on Officer resources and democratic time and our ability to respond in advancing <i>any</i> Application of a DCO.	A PPA has now been agreed and signed, which will enable the LTC to provide funding for officer time.	
3a	20, 21	Alternatives to this proposal	The Planning Inspectorate has demanded that these be set out – when will HE share with Thurrock	Alternatives that have been considered are included within	



			how they intend to respond	the preliminary environmental information. Further assessment of the alternatives will be provided with the DCO application and should conform with the National Policy Statement for National Networks	
3b	20, 21	Alternatives to this proposal	All the historic crossing capacity (1963, 1980, 1991). This crossing will last 120 years at least. Will there ever be anything other than more roads when there is a need to safeguard and future proof for alternative modes	To be considered as part of the transport assessment work	
4a	9,	What is the scheme and how will the network operate?	When will we know the precise capacity of the crossing? This has already become 3 lanes through the tunnel, then up to the A13 but no detail thereafter.	The scheme is now three lanes throughout. This will be answered as part of the Council's analysis of the consultation material	
4b	9	What is the scheme and how will the network operate?	What is the capacity of the Tilbury Docks Link road and will the proposed design work?	This no longer forms part of the scheme	
4c	9	What is the scheme and how will the network operate?	M25 / A2 Junction will be diversion point for the LTC; then back on to the M25. Can you prove that the entire network will be able to cope and that LTC does not simply create a new	To be considered by the Council as part of the transport modelling work to inform the Council's consultation response	

			connection but with roads and junction either side at gridlock?		
5a	2, 5, 12, 13, 14, 23, 24, 27, 30, 31, 32, 33, 34, 38,	Design of the new Crossing	HE to provide detail of when and where Thurrock can genuinely influence HE proposals. HE must demonstrate where we can or cannot influence the scheme. The DCO process demands genuine consultation rather than keep telling us what you have decided.	HE response: we are open and listening to comments on the entirety of the proposals within our Statutory Consultation, as nothing is committed at this stage.	
5b	2, 5, 12, 13, 14, 23, 24, 27, 30, 31, 32, 33, 34, 38,	Design of the new Crossing	The tunnel portal as currently described is within the SSSI. HE must undertake full assessment (now) to adequately consider and respond to demands that it stay in tunnel until North of the railway line ( <i>a key concern of the taskforce</i> ).	Current proposal to be considered by the Council as part of the consultation response. Need to review the Preliminary Environmental Report (PEIR)	
5c	2, 5, 12, 13, 14, 23, 24, 27, 30, 31, 32, 33, 34, 38,	Design of the new Crossing	HE must provide alternative options for tunnelling and cut and cover at all junctions and sensitive areas. These worked up options to be discussed in detail with Thurrock Council prior to the Application for the DCO.	To be considered as part of the Council consultation response.	

5d	2, 5, 12, 13, 14, 23, 24, 27, 30, 31, 32, 33, 34, 38,	Design of the new Crossing	All slips to have detailed designs developed for cut and cover as now being developed north of Thurrock on the M25. These designs to be open for genuine consultation and consideration by Thurrock Council.	Not currently part of the proposal. Need to assess the junction with A13/A1089 but unlikely there is room in this location for the design suggested	
5e	2, 5, 12, 13, 14, 23, 24, 27, 30, 31, 32, 33, 34, 38,	Design of the new Crossing	The legacy impact of road elevations – especially over the MarDyke valley needs to be fully recognised and addressed. A detailed understanding of the potential for cut and cover instead of highly elevated structures is needed including areas such as Chadwell St Mary, Orsett, Baker Street, Stifford Clays / Blackshots, Ockendon, Bulphan.	Thurrock to be involved in discussions/detail around design. To be discussed with HE at technical meeting	
5f	2, 5, 12, 13, 14, 23, 24, 27, 30, 31, 32, 33, 34, 38,	Design of the new Crossing	More detail is needed beyond the current red line boundary and we need to have guarantees that HE is designing in robust mitigation including significant planting (510 metres) either side of the road (for masking the road, wild life protection, and creation of new	To be considered as part of the PEIR and the development of the ES	

			community links for cycling, walking and equestrians).		
5g	2, 5, 12, 13, 14, 23, 24, 27, 30, 31, 32, 33, 34, 38,	Design of the new Crossing	Where is HE's construction plan in terms of access routes / haul routes to enable construction to commence.	There is some information in the consultation material but this is to be subject of HE technical meeting and fed back as part of ongoing scheme design. Ultimately the routes agreed will be secured in a requirement which can be enforced by the Council	
6a	19	Incident Management	Action is needed now on current gridlock – can HE lobby DfT for strategic action reflecting the local observations that the actual need is for better management of the current crossing rather than any suggestion of a new crossing.	The NPS identifies the need for another crossing of the Thames. The [insert name of group] of which Thurrock is a member meets to discuss this. There is also the Congestion Task Force which meets to discuss existing use of the crossing and its impacts	
6b	19	Incident Management	A new state of the art traffic control centre is need now. Why is it worth spending £6bn for a new crossing but not £60m for state of the art integrated traffic control 24/7 covering the current crossing and local roads either	Response from HE: there are references to a regional control centre to oversee traffic within our Guide To Consultation (Pp 130-132). There is a need to consider this further within HE's wider business and no further	

			side. Robust network management is now needed as any crossing is a decade away and once in place would secure additional capacity that supposedly is only possible with a £6Bn LTC. The incident management, delay in response and absence of smart management (including alerts, roadside information, recovery) is not as good as elsewhere in the country (i.e. as now being developed in the West Midlands).	information is possible at this stage. We would welcome any feedback on this matter within your consultation response.	
6c	19	Incident Management	Full Borough wide traffic micro-simulation is needed to understand the knock on effect of incidents on either network. Any new crossing is a decade away – so requires action now, especially with planned housing growth.	To be considered by the Council as part of the consultation response and the outcome from the assessment of the traffic modelling.	
6d	19	Incident Management	As HE have now confirmed that tankers will have unescorted use	Response from HE: if this is a requirement of	

			of any new crossing, can they confirm they will ban / restrict tankers using the current tunnels and thereby remove the delays currently seen?	Thurrock Council, then please include it within your response to Statutory Consultation, so it can be properly considered.	
7a	5, 6,7,8,11,15,16,17,18, 25, 27, 28,29, 35, 36, 37, 39, 40-45, 49, 50,	Environmental, Ecological and Health Impacts	The severance of the new road – visual and communities will create separation and segregation especially in historic settings such as Coal House Fort.	To be assessed by the Council and included in the consultation response	
7b	5, 6,7,8,11,15,16,17,18, 25, 27, 28,29, 35, 36, 37, 39, 40-45, 49, 50,	Environmental, Ecological and Health Impacts	Construction impacts of noise, dust and road traffic need to be fully mitigated especially given the prevailing SW wind.	To be assessed by the Council and included in the consultation response. Work will be ongoing on this and will be developed fully in the Environmental Statement. The application will include a Construction and Environmental Masterplan (CEMP) which will be secured by requirements meaning the Council can enforce it	
7c	5, 6,7,8,11,15,16,17,18, 25, 27, 28,29, 35, 36,	Environmental, Ecological and Health Impacts	The visual intrusion demands a maximum tunnelling and the remainder fully screened.	To be considered by the Council as part of the consultation response	

	37, 39, 40-45, 49, 50,				
7d	5, 6,7,8,11,15,16,17,18, 25, 27, 28,29, 35, 36, 37, 39, 40-45, 49, 50,	Environmental, Ecological and Health Impacts	More road trips will result in greater pollution than would otherwise be the case and an air quality assessment must be undertaken.	This will form part of the ES. There is some information in the PEIR which will be considered as part of the Council's consultation response	
7e	5, 6,7,8,11,15,16,17,18, 25, 27, 28,29, 35, 36, 37, 39, 40-45, 49, 50,	Environmental, Ecological and Health Impacts	A Full Health Impact Assessment must be produced by HE to consider the full health impact of the proposed route on local populations.	This has been agreed and work is ongoing. The Council is co-ordinating the other LA DPH's and representatives to identify commonality of approach and consistency. The Community Impacts and Public Health Advisory Group was set up to coordinate this work in 2018. It has met twice so far (26 Nov 2018 and 29 Jan 2019) and has a programme of rolling quarterly meetings.	
7f	5, 6,7,8,11,15,16,17,18, 25, 27, 28,29, 35, 36, 37, 39, 40-45, 49, 50,	Environmental, Ecological and Health Impacts	Pollution models for noise, air, light and vibration must be set out for the community.	There is some information in the PEIR and further details will be developed as part of the ES production.	

7g	5, 6,7,8,11,15,16,17,18, 25, 27, 28,29, 35, 36, 37, 39, 40-45, 49, 50,	Environmental, Ecological and Health Impacts	How much of the Greenbelt will be lost to this scheme and how might HE mitigate the risk of making the Borough being less attractive to house builders.	Approximately 7%. To be discussed at HE technical meetings	
7h	5, 6,7,8,11,15,16,17,18, 25, 27, 28,29, 35, 36, 37, 39, 40-45, 49, 50,	Environmental, Ecological and Health Impacts	Each and every community, and heritage asset Including Coal House Fort, Tilbury Fort and East Tilbury Village will be irreplaceably damaged – where has HE experienced and mitigated this across its many years of experience.	Response from HE: the effects on such assets will be considered fully within the Environmental Statement and is partially considered within the PEIR, submitted as part of the Statutory Consultation documents. Furthermore, there are various considerations relating to impacts that HE will be subject to within the National Policy Statement for National Networks (NPSNN), particularly in Sections 5.120 – 5.142 on the historic environment.	

New Questions:



Qu Number	Mitigation Schedule Reference	Topic	Question	Response	Actions
8	N/A	Benefits	What's in the scheme for 'us'? ie residents and businesses	<p>Response from HE: As you are aware, the broader benefits are set out within the statutory consultation material. However, in order to summarise, we believe these broader benefits will flow from the seven Highways England objectives for the project (three of which are less relevant for this discussion) and our subsequent technical discussions can be guided accordingly:</p> <ul style="list-style-type: none"> <li>• <u>To support sustainable local development and regional economic growth in the medium to long term</u> <ul style="list-style-type: none"> <li>○ LTC will support this by strengthening and connecting local communities and improving access to jobs, housing, leisure and retail facilities on both sides of the river.</li> <li>○ Poor connectivity across the Thames east of London severs local labour and product markets, impacting economies in the surrounding area. Better connections</li> </ul> </li> </ul>	

				<p>across the river mean more job opportunities for those living in the region, and a greater pool of potential employees. They also boost the market for local businesses</p> <ul style="list-style-type: none"><li>○ New training and job opportunities created during construction will boost both the local and regional economies</li><li>● <u>To be affordable to government and users</u></li><li>● <u>To achieve value for money</u></li><li>● <u>To minimise adverse impacts on health and the environment</u></li><li>○ Throughout the design process we will look to improve and enhance these routes (footpaths, bridleways and cycle paths) as we consider how they will be affected</li><li>○ We will work in partnership with local authorities and community interest groups to explore how we can improve accessibility and local connections</li><li>○ Structures along the route will be designed to blend in</li></ul>	
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				<p>with local surroundings as sympathetically as possible. A number of green bridges are being considered with features such as timber barriers and bollards, gravel, coppice woodland, ground cover planting and shrubs. We will also keep the road as low as possible within the landscape and use natural screening</p> <ul style="list-style-type: none"><li>○ By creating habitats for wildlife, protected species such as otters, water voles and bats, establishing new woodlands and ensuring landscapes are sensitively designed we aim to protect and enhance this rich landscape</li><li>● <u>To relieve the congested Dartford Crossing and approach roads, and improve their performance by providing free-flowing, north-south capacity</u></li><li>○ LTC will reduce the number of vehicles using the crossing by 22 per cent with 13 million fewer vehicles using the crossing at opening, vastly improving</li></ul>	
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				<p>journey times and reliability</p> <ul style="list-style-type: none"> <li>• <u>To improve resilience of the Thames crossings and the major road network</u> <ul style="list-style-type: none"> <li>○ improve journey times along parts of the A127 and M20</li> <li>○ cut congestion on approach roads to the Dartford Crossing (including parts of the M25, A13 and A2)</li> <li>○ increase capacity across the Thames from four lanes in each direction currently (at Dartford) to seven lanes each way (Dartford plus the Lower Thames Crossing)</li> <li>○ allow nearly double the amount of traffic to cross the Thames</li> </ul> </li> <li>• <u>To improve safety</u></li> </ul> <p>Clearly, without the project and adherence to these objectives, then congestion on the Dartford Crossing will increase, the A13 and its M25 junction will come under further pressure, the ports and logistics businesses will be constrained and possibly marginalised, due to increased congestion on major roads HGVs will increasingly use local roads and local traffic will increase.</p>	
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				<p>Besides these clear significant broader benefits that residents and businesses can benefit from, we have agreed to continuing our regular technical discussions, particularly we have agreed that we will host a workshop with Thurrock at Beaufort House in order to identify how the Lower Thames Crossing can help to support your Local Plan and explore what synergies there are in terms of benefits. If you could let me know what day you would prefer that meeting to take place (I suggest we do this outside of our normal Wednesday meetings, so that we do not disrupt that schedule) and your proposed agenda, objectives and outcomes, we will go ahead with setting the meeting up.</p> <p>In addition to the Local Plan workshop, we will continue to work with you over the coming months regarding detailed consideration of NMU connectivity, environmental mitigation areas (for flood compensation and environmental mitigation), tree planting and other environmental enhancements and major utility diversion routes. Such</p>	
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				discussions can then feed into the ongoing design development work and your Local Plan development, as well as providing long term legacy and benefits.	
9	N/A	Future-Proofing	Why are lessons not being learned from the A13 East Facing Slips which could result in a similar issue with the lack of access to LTC travelling from the M25 eastbound along the A13	Response from HE: the current scheme has been designed to balance connectivity and local road traffic increases. Please provide your feedback in your consultation response, providing your preferred arrangement and reasons why, where possible.	

**Lower Thames Crossing Task Force  
Work Programme 2019/20**

Dates of Meetings: 10 June 2019, 15 July 2019, 12 August 2019, 16 September 2019, 14 October 2019, 11 November 2019, 16 December 2019, 13 January 2020, 10 February 2020, 16 March 2020, 20 April 2020

<b>Topic</b>	<b>Lead Officer</b>	<b>Requested by Officer/Member</b>
<b>10 June 2019</b>		
Nomination of Chair and Vice Chair	Anna Eastgate	Officers
Terms of Reference	Anna Eastgate	Officers
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
<b>15 July 2019</b>		
Health Impact Assessment	Helen Forster	Members
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
<b>12 August 2019</b>		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
<b>16 September 2019</b>		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers

<b>14 October 2019</b>		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
<b>11 November 2019</b>		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
<b>16 December 2019</b>		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
<b>13 January 2020</b>		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
<b>10 February 2020</b>		
Task Force Priorities List	Anna Eastgate	Officers
Work Programme	Democratic Services	Officers
<b>16 March 2020</b>		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
<b>20 April 2020</b>		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers