

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

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Agenda published on: **7 October 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 16 September 2019 at 6.00 pm

Present: Councillors Gerard Rice (Chair), Luke Spillman (Deputy Chair), Andrew Jefferies, Fraser Massey, Allen Mayes and Sara Muldowney

Laura Blake, Thames Crossing Action Group
Perry Glading, Thurrock Business Board Representative
Robert Quick, Resident Representative
Peter Ward, Thurrock Business Representative

In attendance: Anna Eastgate, Assistant Director of Lower Thames Crossing
Helen Forster, Strategic Lead Place, Environment and Community
Jenny Shade, Senior Democratic Services Officer

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.

16. Apologies for Absence

Apologies for absence were received from Westley Mercer, Thurrock Business Board Representative with Perry Glading acted as his substitute.

17. Minutes

The Minutes of the Lower Thames Crossing held on the 15 July 2019 were approved as a correct record.

18. Items of Urgent Business

There were no items of urgent business.

19. Declaration of Interests

There were no declarations of interest.

20. Health Impact Assessment Briefing Note

Helen Forster, Strategic Lead Public Health, stated that the Health Impact Assessment was not a statutory requirement in the planning process with its power to influence being limited to recommendations and material guidance. Helen Forster stated that the briefing note was self-explanatory and was happy to take any questions.

Councillor Muldowney questioned how the Health Impact Assessment would lead to mitigation of any further health issues. The Assistant Director LTC stated that there was a difference between mitigation that must be provided as part of the Environmental Impact Assessment and any voluntary additional mitigation that could be delivered and identified through the Health Impact Assessment

Councillor Rice stated to ensure Thurrock was ahead of the game before the scheme was up and running the option of cut and cover should be addressed. Councillor Rice stated that the Council should be more robust on Highways England and not take the option of cut and cover as too expensive and the Council owed it to the Thurrock younger generation to get this scheme right. The Assistant Director LTC stated there was very little opportunity in the borough for cut and cover and until the impact on noise and air quality was known, it would be difficult to be able to justify additional cut and cover.

Councillor Rice requested that a letter be drafted to the newly appointed Secretary of State for Transport, Grant Shapps, with reference that Option 3 should be revisited. The Assistant Director LTC agreed to draft a letter to the Secretary of State for Transport that all three group leaders could sign as with the protocol agreed.

Councillor Spillman questioned whether the light agenda reflected the current situation and asked whether any direction had been received from the Secretary of State for Transport. The Assistant Director LTC stated that there was no new information to share at this time but stated it would be Highways England's decision on what scheme to apply with the task force group shaping and influencing that decision.

Councillor Rice agreed that MPs may have changed their mind and that the Secretary of State for Transport should be made aware of those changes so that a review could be undertaken to ensure the best scheme was carried out.

21. Task Force Priorities List

The Chair questioned the Task Force whether there were any questions on the Task Force Priorities List.

Councillor Muldowney asked whether any data had been received from the transport modelling work. The Assistant Director LTC stated there was still a commitment to undertake the modelling workshop where discussions would take place on the Councils and Highways England interpretations of the transport modelling. A meeting between officers and Highways England was taking place in the next couple of weeks and a transport modelling workshop would be scheduled as soon as possible.

The Resident Representative, questioned when had the last weekly technical meeting taken place and would these weekly meetings continue. The Assistant Director LTC stated this had taken place in March 2019 and with no

agreement made in the programme of engagement for September had anticipated that these would start again in October 2019.

The Resident Representative, questioned whether any alternatives to the proposal had been considered. The Assistant Director LTC stated that the preliminary environmental information report which was published at consultation, set out the options considered and discounted previously.

The Thames Crossing Action Group Representative questioned at what stage a comparison would be undertaken on the best route. The Assistant Director LTC stated that Highways England consider the best option had been evidenced. For that to change there would need to be a substantial and fundamental change in circumstances for the promotor to go back and start again to look at preferred routes.

Councillor Mayes questioned the Tilbury Link. The Assistant Director of LTC stated that discussions had taken place and Highways England had confirmed that the Tilbury Link would not be funded as part of the scheme.

The Thurrock Business Board Representation asked whether there was any information on the Design School Scheme that Highways England had announced last week. The Assistant Director LTC stated this was a successful programme run by Highways England on the A14 in Cambridgeshire and it is proposed will run for LTC and would circulate further information out.

Councillor Rice asked whether there was an update in relation to the progression of the Local Plan. The Assistant Director LTC stated that officers had met with a Local Plan Inspector last week in an advisory role to discuss the challenge in bringing forward the Local Plan when there was still uncertainty about the LTC. Officers were looking at possible solutions but it was not an easy problem to solve.

Councillor Rice asked whether the motorway rest and service area was still proposed for the East Tilbury area. The Assistant Director LTC stated that no information was available in the public domain that could be shared at this time. The Resident Representative questioned when this information would be available to the public. The Assistant Director LTC stated that no date had yet been indicated.

The Chair questioned why Highways England has been seen on the Orsett Health Playing Field which was Council land. The Assistant Director LTC stated that Highways England had no access to that land as no licences had been provided.

The Thames Crossing Action Group Representative stated they had actually been Council workers marking out the football pitches who happened to have the same colour hi-viz as Highways England. Highways England had agreed to send photos of their hi-viz which would identify their logo so that residents could identify them.

22. Work Programme

The Chair questioned whether Highways England should attend the next meeting. The Assistant Director LTC stated that this would be dependent on whether Highways England had any new information to share and requested that questions be submitted in advance.

The Thames Crossing Action Group Representative stated that a meeting had been arranged with Highways England this Wednesday to look at the scheduling of a work programme.

The Thames Crossing Action Group Representative asked whether a statement could be provided from the Council on Climate Emergency. The Assistant Director LTC stated that she would take this task away and report back.

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**

TECHNICAL NOTE

Job Name: Lower Thames Crossing, Thurrock
Job No: 43879
Note No: HE 004
Date: 7th October 2019
Prepared By: PBA, now part of Stantec
Subject: **Lower Thames Crossing Task Force – Traffic Modelling Update Meeting Summary**

1. Introduction

Thurrock Council (TC) has been engaged in the consultation process regarding the Lower Thames Crossing (LTC). The effects of the scheme on the local roads in Thurrock and on emerging Local Plan development growth areas were not available within the consultation documents. Model outputs were subsequently provided by Highways England's Lower Thames Crossing team (HE LTC).

HE LTC provided a cordoned model of the Thurrock borough to allow TC to investigate the effects of the LTC. TC has requested that PBA undertakes these investigations.

This note has been prepared to provide an update to the Task Force on:

- PBA's audit of the cordoned model provided by Highways England (Note: the cordoned model covers the area of Thurrock boundary and was extracted from the wider area Local Thames Area Model (LTAM) created for the Statutory Consultation); and
- Update at the meeting with HE on 26th September 2019; and
- Agreed actions / next steps.

**Lower Thames Area Model has been used by HE LTC to assess "the need for additional road capacity across the River Thames, east of London, and the impact that the new crossing would have by developing a simulation of the transport system in the Lower Thames Area. The model contains a detailed representation of the road network in the area and information on where people travelled to and from in an average month (March 2016). It uses an industry-recognised method of predicting future traffic flows and conditions, both with and without the new crossing. The transport model shows the number of people choosing to travel by road and rail and the route they use now, and the route they are forecast to use. This enables us to predict how many vehicles will be using each part of the road network in the future and how long it would take to complete a journey."*

2. Thurrock Borough Cordon Model Audit.

An audit of the cordoned model has been undertaken to understand the predicted impacts of the LTC on TC's road network.

It should be noted that the cordoned model only covers the Thurrock borough, and therefore does not extend south of the River Thames. This means that the model cannot meaningfully be used to test the effects of development or incidents in its current state, as traffic cannot switch between the two river crossings (Dartford and LTC).

TECHNICAL NOTE

The key findings of the audit of the cordoned model indicate that the Lower Thames Crossing (LTC) results in (as bulleted below and see section 3 for actions):

Neutral impacts

- Thurrock urban area demonstrate limited changes in traffic levels; and
- Only small increases and decreases in junction delay on local roads.

Adverse impacts

- Induced traffic (i.e. new traffic that wasn't travelling in that peak period or by car previously) on the strategic road network
- Considerable change in routing of trips to and from Thurrock on the strategic road network, with an increase in 'through' trips to and from areas outside of Thurrock Borough; and
- Impacts on the operation of the junctions at the A1014 east of the A13 junction, Orsett Cock and the Manor Way junctions.

Beneficial Impacts

- General speed improvements within Thurrock, due to traffic rerouting onto the LTC.
- A reduction in traffic in locations including: the Dartford Crossing, A13 west of the LTC/A13 junction and M25 Junction 30.

The overall and broad conclusion is that the LTC does not cause major beneficial or adverse change to the local (Thurrock) roads including the A1089 and with the exception of the A13 corridor east of the LTC, but sees significant relief to the strategic road network, specifically at the Dartford Crossing and M25. This is on the basis of the development assumptions reported in the previous taskforce summary note 8th January 2019 regarding the traffic modelling for forecast years 2026 and 2041.

This would appear to support HE's case for LTC in terms of relief on the Strategic Road Network, however further investigation is needed on:

- The impact on the A1014 east of the A13 junction, Orsett Cock and Manorway junctions.
- The effects of the emerging Local Plan development
- The effects of future Port expansion (beyond Tilbury 2)

The model audit findings could also be better corroborated by extending the audit to the full network not just the Thurrock area provided by HE.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
TNHE004	-	02.10.19	SM	SC	SC	DS
TNHE 004	B	07.10.19	SM	SC	SC	DS

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TECHNICAL NOTE

3. Update from HE

The LTAM (which will be re-titled 'DCO model') is currently being updated to include:

- The design development changes, taking cognisance of feedback from consultation to date;
- New freight data provided from the latest Great Britain Freight Model and updated National Road Traffic Forecasts (version 15); and
- the final design for the A13 widening scheme.

The reports setting out these model updates will not be available until the next Supplementary Consultation period – expected 8th January to 4th March. The reports will include:

- Local Model Validation Report;
- Forecasting Report; and
- Non Technical Summary of the Forecasting Report.

An updated Thurrock borough cordoned model has been requested from the new DCO model, when it is complete.

HE noted that it has been unable to test any emerging development (i.e. not committed or aspirational plans) being considered by TC for the next Local Plan period or by the Port of Tilbury (PoT), because details of any emerging plans/options have yet to be shared with them.

4. Actions Agreed

The following actions have been agreed between TC and HE:

- TC to share the final A13 widening drawings (early October);
- HE to reissue and provide traffic data collected in Thurrock (survey data by hour, journey times) via a data sharing portal (early October);
- HE to provide TC with an updated Thurrock Borough cordoned model as a result of enhancements currently being undertaken to LTAM (December) Note: assuming its release is agreed
- TC to consider (by early/mid November):
 - sharing development options for the next plan period (and beyond, if direction is known) and possible Tilbury Link Road options.
 - the location of any future junction(s) on the LTC, so that passive provision can be made
 - confirming the location(s) for re-use of arisings from LTC tunnel works to create development platforms
- PoT to consider (by early/mid November):
 - sharing provisional/aspirational development plans
 - confirming the location(s) for re-any use of arisings from LTC tunnel works to create a development platform.
- Workshops to be arranged on:
 - Local Plan Update to be confirmed for November 2019
 - ASDA roundabout/A1089 – early November
 - findings of the DCO modelling (including A13/Orsett Cock/Manorway) – early December
- HE to undertake sensitivity testing considering any development options provided by TC and PoT (during December).

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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"> • Significant traffic relief to local roads – particularly west of the A1089. • Better access to the 	

				<p>motorway network</p> <ul style="list-style-type: none"> • Improved journey times to cross the river • Better reliability to cross the river • Improved access to labour markets and to jobs <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"> • 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. • To be affordable to Government and users: Option D was estimated to cost 40% more 	

				<p>than Option C.</p> <ul style="list-style-type: none">• 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• Minimise adverse impacts on health and the environment: Option D would have had a significant effect on a number of SSSIs along the route.• 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.• 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.• To improve safety: Only limited safety improvements would be gained from Option D. We have carried out a further re-appraisal of all previous options to	
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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"> • <u>To support sustainable local development and regional economic growth in the medium to long term</u> <ul style="list-style-type: none"> ○ 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. ○ Poor connectivity across the Thames east of London severs local labour and product markets, impacting economies in the surrounding area. Better connections 	

				<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">○ New training and job opportunities created during construction will boost both the local and regional economies● <u>To be affordable to government and users</u>● <u>To achieve value for money</u>● <u>To minimise adverse impacts on health and the environment</u>○ 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○ We will work in partnership with local authorities and community interest groups to explore how we can improve accessibility and local connections○ Structures along the route will be designed to blend in	
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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">○ 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● <u>To relieve the congested Dartford Crossing and approach roads, and improve their performance by providing free-flowing, north-south capacity</u>○ 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	
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				<p>journey times and reliability</p> <ul style="list-style-type: none"> • <u>To improve resilience of the Thames crossings and the major road network</u> <ul style="list-style-type: none"> ○ improve journey times along parts of the A127 and M20 ○ cut congestion on approach roads to the Dartford Crossing (including parts of the M25, A13 and A2) ○ 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) ○ allow nearly double the amount of traffic to cross the Thames • <u>To improve safety</u> <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

Topic	Lead Officer	Requested by Officer/Member
10 June 2019		
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
15 July 2019		
Health Impact Assessment	Helen Forster	Members
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
12 August 2019		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
16 September 2019		
Health Impact Assessment: Briefing Note	Helen Forster	Officers
Task Force Priorities List	Anna Eastgate	Members

Work Programme	Democratic Services	Officers
14 October 2019		
Memorandum of Understanding – Highways England	Anna Eastgate	Officers
A14 Cambridgeshire – River Great Ouse Viaduct	Anna Eastgate	Officers
Modelling and Traffic Update	Anna Eastgate	Officers
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
11 November 2019		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
16 December 2019		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
13 January 2020		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
10 February 2020		
Task Force Priorities List	Anna Eastgate	Officers
Work Programme	Democratic Services	Officers
16 March 2020		
Task Force Priorities List	Anna Eastgate	Members

Work Programme	Democratic Services	Officers
20 April 2020		
Task Force Priorities List	Anna Eastgate	Members
Work Programme	Democratic Services	Officers

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