

Lower Thames Crossing Task Force Action List

Action	Responsible	Status	Due
September meeting			
Councillor B. Little asked if it would be possible for Thurrock to have access to information regarding its own areas. The information would be made available where possible, some could not yet be released as it was still undergoing Highways England's internal assurance policies.	HE	HE is currently reviewing the traffic data for the whole of Thurrock and we hope to be able to provide this soon.	The baseline data will be provided in mid-February, subject to the signing of the Non-Disclosure Agreement. Once signed this can be shared for Thurrock Council use only.
Councillor Piccolo requested data showing the figures for traffic originating in Thurrock or whose final destination was Thurrock, to assess the percentage of traffic that was actually related to Thurrock itself.	HE	HE is currently reviewing the traffic data for the whole of Thurrock and we hope to be able to provide this soon.	We will be able to share this information with you in the summer 2018.
The Orsett Cock roundabout would be used by DP World traffic too, so he asked whether it might be possible to move the junction further east to mitigate the number of HGVs forced onto the Orsett Cock roundabout and roads nearby. The Highways England representative agreed to liaise with the engineering department for a response to these points.	HE	<p>HE is focused on developing the preferred route which was announced in April 2017. Further refinement work is ongoing.</p> <p>With the latest scheme the Orsett Cock roundabout movements are not affected because the A128/LTC junction link has been removed.</p> <p>The updated LTC/A13 Junction is located to allow for weaving on the A13 between adjacent junctions which are already at their minimum weaving length.</p>	Answered 17.11.17 but can be discussed further at future technical meetings.

October Meeting			
Updated Survey data	HE	The baseline surveys are ongoing and commenced in August. Once the traffic model is available the relevant air quality assessment and modelling will be undertaken, which we will then share.	The collection of the air quality data is due to conclude in August 2018, with a further few months required for laboratory analysis and data processing (bias adjustment). Once this process is complete (anticipated for Autumn 2018) the information can be shared.
The Vice-Chair asked for clarification around the scheme design, such as the possibility of 'cut and cover' or tunnels. He felt the proposal to have sections of the route elevated to 5-8m would hardly be conducive to minimise the impact on residents. He also noted ambiguity as to whether there would be four or six lanes and requested that Highways England confirm these details. The representatives present were responsible for surveys and the EIA Scoping Report therefore did not have the requested information but it would be fed back outside of the meeting.	HE	The LTC scheme is still under development and the vertical profile is being reviewed to mitigate any potential local impact. Under the current scheme it will be dual 3 from the A2 up to the A13 junction; and dual 2 from the A13 to the M25. However, we are still reviewing the latest traffic model figures which will need to be validated.	A range of mitigation measures, e.g. local network Public Rights of Way connectivity, to be discussed at forthcoming technical meetings. Some measures are dependent on noise and air quality assessments.
Link to documents outlining decision process	HE	completed	Shared 30.10.17.
The Thames Crossing Action Group Representative requested data from Highways England as to the expected difference in air quality impact between route 3 and the A14 route.	HE	Assessments would have been undertaken for the routes that were shortlisted, including route 3. However, the A14 was discounted at an early	Answered 17.11.17.

		stage as it “performs poorly against the traffic and economic scheme objectives”. Further information will be provided next week.	
The Vice-Chair wished to ask Highways England whether the route would need to go by Chadwell-St-Mary if there were a roundabout at Tilbury, as this would serve the docks. He reiterated that the Council opposed the proposed crossing, but stressed that these questions would need to be asked if the proposal were approved	HE	HE is focused on developing the preferred route which was announced in April 2017. The LTC route will bypass Chadwell St-Mary to the north and there will be a separate link road and junction to Tilbury to the south of Chadwell St-Mary. This will result in fewer HGVs using the A1089 and reduce the traffic.	Answered 17.11.17.
The Thames Crossing Action Group representative requested the Task Force be shown a virtual reality model of the proposed route; which had been presented to other parties.	HE	The visualisation shown at SAP is outdated as the project has developed. However, we have an updated visualisation which we plan to share at the next Task Force meeting.	Information shared at a recent business event is available on the LTC website. In addition, a visualisation is due to be shared at the Task Force of 19.02.18.
He also requested full details regarding monies for remedial works on the current crossing to offer better scope on its usage. The Assistant Director of Highways & Transportation clarified that those funds would be the responsibility of a separate division of Highways England than the Lower Thames Crossing team however an update could still be obtained.	HE	Highways England’s Dartford Crossing operations team is currently looking how best to invest the extra £10m the SoS announced is being made available to invest in short term improvements at and around the Dartford Crossing. Similarly, the same team is working	Answered 17.11.17.

		on a medium term of improvements.	
November meeting			
Brian Little raised the suggestion of an 'opt-in' system for residents to allow info to be shared with their Councillors. HE advised they would seek legal advice around possibilities.	HE	HE hope to get a response to you on this by the end of the week.	Answered 08.12.17.
Gerard Rice requested large-scale maps be emailed to Members.	HE	Maps will hopefully be shared with you tomorrow.	Shared 06.12.17.
If the proposed crossing were to go ahead, Members highlighted the following essential mitigation measures: <ul style="list-style-type: none"> • More tunnelling to reduce impact • Use of cut and cover -especially adjacent to areas of population • Interchange with A13 to be put into Tunnel • Low noise surfacing • Acoustic Fencing • No out of hours working 	HE	A meeting is currently being arranged between Thurrock Council and Highways England LTC technical teams to discuss several design development options; Mitigation measures will form part of these discussions.	Answered 05.12.17.
December Meeting			
Are Ground Surveys underway in Baker Street?	HE		Answered 17.01.18. General information provided in survey schedules which are shared approximately once every fortnight.
Small updates around any changes under consideration to be presented at each meeting rather than an entirely changed diagram in 3-6m.	HE		Answered 17.01.18.
Response to Business Case as to why a crossing further East was discounted	HE		Answered 17.01.18.
Opportunities to influence route / design; where, when, how. A detailed map with possible areas of influence	HE		Discussed at Task Force meeting of 22.01.18.

Technical Design Team to attend January Meeting of TF	HE		Attended Task Force meeting of 22.01.18.
Tim Jones – to update progress around declassification of A1089	HE		Date to be advised.
Calendar of surveys, works etc	HE		Ongoing – survey schedules are shared approximately once every fortnight.