

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 January 2019**

Council Chamber, Civic Offices, New Road, Grays, Essex, RM17 6SL

Membership:

Councillors Peter Smith (Chair), Gerard Rice (Vice-Chair), John Allen, Luke Spillman, Andrew Jefferies, Tom Kelly, Terry Piccolo, Jane Potheary, and Sue Shinnick

Substitutes:

Councillors Russell Cherry and Mike Fletcher

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: **9 January 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 December 2018 at 6.00 pm

Present: Councillors Peter Smith (Chair), Gerard Rice (Vice-Chair), Andrew Jefferies, Sue Shinnick, John Allen, Luke Spillman, Tom Kelly and Jane Potheary

Apologies: Peter Ward, Business Representative

In attendance: Gareth Burton, Senior Communications Officer
Steve Cox, Corporate Director Place
Anna Eastgate, Assistant Director Lower Thames Crossing
Helen Forster, Strategic Lead Public Health
Mat Kiely, Transportation Development Manager
Luke Tyson, Business Manager
Natalie Warren, Community Development and Equalities Manager
Lucy Tricker, Democratic Services Officer

Laura Blake, Thames Crossing Action Group Representative
Linda Mulley, Resident Representative
Westley Mercer, Thurrock Business Board Representative
John Speakman, Business Representative

Dermot Scanlon, Peter Brett Associates

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.

35. Apologies for Absence

Peter Ward, Thurrock Business Representative sent his apologies, and John Speakman acted as his substitute.

36. Minutes

The minutes of the Lower Thames Crossing Task Force meeting held on 12 November 2018 were approved as a correct record.

37. Items of Urgent Business

There were no items of urgent business.

38. Declaration of Interests

There were no interests declared.

39. Statutory Consultation Response

The Corporate Director Place began by stating Appendix A in the agenda would be going to an extraordinary meeting of Full Council on 11 December 2018, and comments made at the Task Force would be captured and summarised. He added that both business and resident representatives had been invited to speak on the item. The Assistant Director Lower Thames Crossing (LTC) stated that the response fell into two parts, the first being the Council's response as a Local Authority, and the second being the Council's response as a landowner. She listed the recommendations made in the report and stated there was a minor error at point 5.3.1 which would be rectified through a delegated decision. She elaborated that the Council's response fell into three categories: an 'in-principle opposition'; the inadequacy of consultation; and the substantial changes which would have to be mitigated against. She highlighted point 3.6 which summarised the consultation response and 3.7 which summarised the landowner response. The Assistant Director LTC then stated that the Council had few direct land parcels which would fall under the compulsory land acquisition category, with only one residential property and few agricultural holdings; but had a substantial amount which fell under the Part 1 Compensation category. These were land parcels which could claim compensation for some form of pollution, up to one year after the road had been opened. She finally drew the Committee's attention to Preliminary Environmental Information Report (PEIR) that considered the environmental effects of the LTC and informed the final Environmental Assessment.

Councillor Spillman began by questioning the methodology of the PEIR and shared his concerns that the data used for the report might be flawed. The Assistant Director LTC replied that information contained in the PEIR was not as detailed or up-to-date as the Council would have liked, and this was compounded by the fact the red line boundary had been increased by 68%. Councillor Spillman also shared his concerns that specific numbers of toxins were not included in the PEIR, and the effects of these toxins such as increased rates of death or COPD were not discussed. The Assistant Director LTC responded that Highways England (HE) were undertaking a full Health Impact Assessment (HIA) which was currently ongoing and this would show what health mitigation would be needed. The HIA would then be scrutinised by an examination board, and the Council could then ask specific questions. The Strategic Lead Public Health added that she had attended a meeting with HE at the end of November, which had included other Directors of Public Health from Kent and Southend to discuss the ongoing HIA, and provide local information. She felt that as this would be a monthly meeting it would provide quality assurance that the HIA would be detailed. Councillor Allen asked how far along work was on the HIA and when the findings would be made public. The Assistant Director LTC replied that the Council had produced a scoping document for HE, and had taking them through the assurance processes. She added that work had formally began at the meeting at the end of November,

but as it ran in parallel with the scheme, findings would not be published until Development Consent Order (DCO) submission which would probably be twelve months from now. The Resident Representative asked when the Council and public would be able to challenge the HIA. The Assistant Director LTC replied that HE can be challenged during the examination phase, as topic-specific hearings would be conducted, during which interested parties could question and challenge the submission. The Assistant Director LTC confirmed that when a draft HIA was produced in June/July 2019, it would be brought before the Task Force.

The Vice-Chair continued the discussion around design mitigation and the fact the LTC would come within 500 yards of communities such as Chadwell St Mary, Orsett, and Stifford Clays. He stated that he had spoken with HE who had said tunnels around those areas would be too expensive. He added that as monies for the road would now be coming from the public purse, design mitigation should be reconsidered. He added that options for the route to be moved further East, to places such as the A130, A12, A120 and M11, should be considered as the current route would build-up traffic on the M25 to an even greater extent. Councillor Allen then referenced the report and asked what options testing had taken place regarding traffic modelling and the proposed Rest and Service Area. The Assistant Director LTC stated that HE had undertaken insufficient traffic modelling, but the January meeting of the Task Force would include a report on traffic assessment and modelling. The Corporate Director Place added that HE had considered other locations for the Rest and Service Area, but wanted options to include out-of-borough sites too. Councillor Allen added that as the Tilbury Link Road had been removed, and the A1089 was only currently two lanes, the demand at the Asda roundabout would increase, particularly with the expansion of the Amazon warehouse. The Assistant Director LTC stated that the Council's transport team was working with HE on this issue, and the outcome of this would be presented to the Task Force in January. She commented that the Council needed more time to understand the traffic models, but wanted to submit the consultation response within the deadline. The Chair clarified that HE had not allowed extra time for the Council's response and the deadline remained 20 December 2018.

The Thames Crossing Action Group (TCAG) Representative asked what other options had been available for the Rest and Service Area, as South Ockendon had been ruled out because of the viaduct and marshes; and Kent had been ruled out due to the closeness of the services on the A2. The Corporate Director Place answered that other options were detailed in the report, but that HE should be looking beyond the three that had been shortlisted. The Thurrock Business Representative stated that the Port of Tilbury consultation response was currently being produced, but he felt disappointed that HE had removed the Tilbury Link Road. The Chair asked when the Port of Tilbury's response would be made public, to which the Business Representative replied that it would be submitted by the deadline, and HE would make public through their usual channels.

The Resident Representative drew the Committee's attention to 6.2.1 of the

report and asked if construction vehicles would be subject to the same pollution restrictions as road vehicles, particularly as construction would last 5-6 years. The Transportation Development Manager answered that the Council would seek legal advice, as often construction vehicles used red or pink diesel, and fell under different legislation. He stated that HE had made a commitment to using alternative and cleaner construction vehicles, but the Council would look at ways to limit and mitigate pollution. The Thurrock Business Board Representative clarified that there were no pollution restrictions on construction vehicles, but the Council could go back to HE to ask for the same restrictions as were applied in London, which included older vehicles meeting the new Euro 6 Standard. The Chair then commented that as much construction traffic should travel via the waterway as possible.

Councillor Spillman asked what the Council's strongest arguments were in opposing the LTC, and what chance the Council had in having their views upheld. The Assistant Director LTC answered that from a statutory perspective, HE only had to meet the requirements of a National Policy Statement which she felt was a low-bar for such a large scheme. She added that at this phase of the scheme there was a presumption of development as long as HE produced a policy compliant scheme. She felt the strongest points of the consultation response were the need for cut and cover, a more thorough options test for the Rest and Service Area and the height of the viaduct. She added that the A13 junction was very complicated as increased accessibility, would increase the need for roads at height at the Orsett Cock roundabout which would also be undesirable.

Councillor Allen discussed what would occur to the spoil from the construction phase. The Assistant Director LTC replied that HE would be able to take spoil without submitting any additional planning applications, and this could be used for beneficial projects such as turning old mineral deposits into open space. She also reiterated that HE had made a commitment to reconnect public rights of way.

Councillor Pothecary began a discussion on the Gammon Fields traveller site, and asked where the new proposed site would be and what it was currently used for. The Assistant Director LTC stated that officers and HE attended a meeting with the travellers accompanied by the HE mobile event unit. She felt that detailed conversations had taken place between officers and travellers, and officers now better understood the relationships between families and the close knit communities. She stated the main themes of that meeting had been the travellers opposition to the proposed site; concern over the construction; and concern over the National Grid electricity pylons that were directly above the proposed site. She commented that HE had not undertaken a detailed study of the proposed site, which had been identified as agricultural land. She added that the proposed site was an irregular shape as it was bounded by the contouring works for the A1089/LTC slip road. Councillor Spillman asked if there were any precedents of relocating a traveller's site. The Assistant Director LTC replied that travellers living around the Olympic Park had been relocated, and last week she had visited Hackney travellers who had been moved to discuss issues and problems.

Councillor Allen then commented that as the LTC was a toll road, HE should get it right by design for example, by including cut and cover. The TCAG Representative asked how close or realistic it was to push the scheme outside the realm of 'value for money'. The Assistant Director LTC stated that the LTC had a high value for money rating of 3.1, and would only be considered as not value for money when that score fell below 1. She then stated that even though the Chancellor had announced there would be no more private contracts, the value for money rating would still be closer to 2. She mentioned that as the contracts were now public, the government would not be able to reclaim VAT from these, so would need to find an extra £2billion for the scheme. Councillor Spillman developed this by asking how much extra expense the Council could cause the project. The Assistant Director LTC replied that the only way the Council could push the scheme outside its cost envelope would be to ask for tunnels for the length of the route. She stated that the LTC fell into the Road Investment Strategy 2 which was running from 2021 until 2026, and had a budget of £28billion. She added that half of this budget would be used for the LTC and Stonehenge project. She commented that HE could be judicially reviewed, but Lancashire Council had tried a similar tact on a similar project and this had been refused by appeal in the first instance.

The Resident Representative then discussed point 1.3.2 of the report and the nature of the DCO process, including the northern portal. The Assistant Director LTC answered that the Council was opposing both the plant room being placed on top of the tunnel, and the access road to the left of the northern portal, as both of these could be concealed in the tunnel itself. She stated that by concealing these in the tunnel, HE could then create a walkway on the river between the two forts. She added that spoil could also be dispersed there to create usable land. Councillor Allen then raised the point that the northern portal would cut through the old Victorian landfill, and the Chair replied that a number of historical artefacts could be recovered.

The Vice-Chair highlighted page 109 of the agenda and the impact the LTC would have on local barn owls, as HE were not meeting the industry standard of 1.5km away from their nests. The Assistant Director LTC responded that HE plans to translocate species where they are not meeting the industry standard and will encourage the species to move.

40. Task Force Priorities List

The Assistant Director LTC began by highlighting that HE had responded with a written response to question 8, which had been directly copied and pasted onto the Priorities List. The Chair added that the Priorities List also contained references to the mitigation schedule and invited the Committee to make any additional comments. Councillor Spillman commented that there was currently research being undertaken into the effect living near busy roads had on conditions such as dementia, and sought assurances that the HIA would contain all the latest research. The Assistant Director LTC stated that the

Public Health team and Directors were meeting regularly and would raise this point at the next discussion.

The Vice-Chair then referenced point 5 of the Priorities List on page 137 and asked how the scheme would compare to a crossing further East, such as from Canvey Island, as HE had not yet responded. The Assistant Director LTC said she would pick this up before the next Task Force meeting. She added that HE have reported alternatives in their Environmental Assessment.

Councillor Allen then discussed the northern portal and if the spoil could be contaminated from the old Victorian landfill. He sought assurance that this would be disposed in line with current health and safety regulations. The Assistant Director LTC responded that HE had been on site digging bore holes to identify substances in the ground, although the route would not be coming in to contact with the whole landfill as the gradient had a steep 3% incline. She confirmed that HE mitigation included dealing with contaminated materials and the DCO would take this into account. She added that it was the Council's responsibility to enforce this and monitor for any breaches. The TCAG Representative asked if the bore holes would release any toxins into the air. The Assistant Director LTC confirmed this was covered in the Environmental Management Plan, but every eventuality could not be insured against. She stated that if HE breached planning control it was an automatic criminal offence, that incurred a £50,000 fine at magistrates court, and an unlimited fine at crown court.

Councillor Spillman drew the Committees attention to Point 7e on page 145 of the agenda and asked whether the HIA would be tailored to the Thurrock environment, as the levels of COPD was already much higher in Thurrock than in other areas. The Assistant Director LTC answered that HE had requested localised data for the HIA. The Vice-Chair then queried point 4b regarding the Tilbury Link Road, and the reason for the removal of this from the scheme. The Assistant Director LTC stated the Tilbury Link Road did not meet the Client Scheme Investment, and HE felt it would increase the level of 'rat-running'. She added that only 9% would use the LTC and 4.5% of these would be going south-bound. The Resident Representative underlined point 7h regarding the heritage assets, and commented on the possibility that the 'Two Forts Walk' over the northern portal could become a formulated walk. Councillor Allen asked for clarification that hazardous vehicles would be allowed through the LTC without convoys. The Assistant Director LTC confirmed this, and felt this could be an advantage for efficiency. Councillor Kelly then asked if the traffic modelling would include the link road. The Transportation Development Manager replied that although the Council could undertake limited traffic modelling, it did not have the capacity to do so to a full extent, but that HE had not modelled traffic when an incident occurred. The Assistant Director LTC confirmed that the Council could ask for situations to be modelled but the software package was too large to run. She confirmed that a report on traffic modelling would be coming to the Task Force in January.

41. Work Programme

The Chair confirmed that a traffic modelling report would be coming to the Task Force in January, and a report on the HIA would be coming to the Task Force in June/July 2019. The Chair then wished everyone a merry Christmas and a happy New Year.

The meeting finished at 7.24 pm

Approved as a true and correct record

CHAIR

DATE

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TECHNICAL NOTE

Job Name: Lower Thames Crossing, Thurrock
Job No: 43879
Note No: HE 002B
Date: 8th January 2018
Prepared By: PBA
Subject: **Task Force Summary Note – Traffic Modelling**

1. Introduction

At the LTC taskforce meeting on the 10th December, it was requested that a modelling paper is prepared for discussion at the next LTC meeting (Monday 14th Jan – 6pm).

This paper briefly explains the findings of our review of available documents and our discussions at meetings with Highways England (HE). This includes an explanation of the modelling that has been undertaken by HE, where gaps exist, and where additional modelling or support is required.

2. An explanation of the modelling information that has been provided to the Council to date.

Documents and Meetings

A number of documents have been provided by Highways England (HE), which give some insight to the modelling results:

- Local Model Validation Report (LMVR)
- Traffic Forecasts Non-Technical Summary
- Forecast Modelling Report (FMR)
- Approach to Design Construction and Operation

A number of workshops/meetings have been attended or are arranged with HE to understand the design and assessment of the LTC:

- 16 November 2018 - to understand the high level context of the scheme selection and to agree a process for understanding the modelling and design
- 6 December 2018 – to understand both traffic modelling and road design matters of the Statutory Consultation scheme proposals.
- 11 January 2019 – to undertake an interactive modelling session to review the modelling.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
Job No/Brief/TNHE002	-	03.01.19				
TNHE002B		08.01.19				

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TECHNICAL NOTE

Base Model

There are two primary components of the Lower Thames Area Model (LTAM):

- The Variable Demand Model (DIADEM software) which is used to predict the future levels of demand for travel; and
- The Highway Assignment Model (SATURN software) which is used to predict a variety of different characteristics of travelling on the highway network such as traffic flows, speeds, delays, routes and journey costs etc.

The base year LTAM model has been created to reflect travel patterns and conditions on the road network for an average weekday in March 2016. The modelled hours are:

- AM peak hour (07:00 – 08:00);
- Average inter peak hour (09:00 – 15:00); and
- PM peak hour (17:00 – 18:00).

Forecast Model

An opening year of 2026 has been modelled as well as three forecast years of 2031, 2041 and 2051. The 2041 project design year forecasts have been used by the engineers to design the scheme.

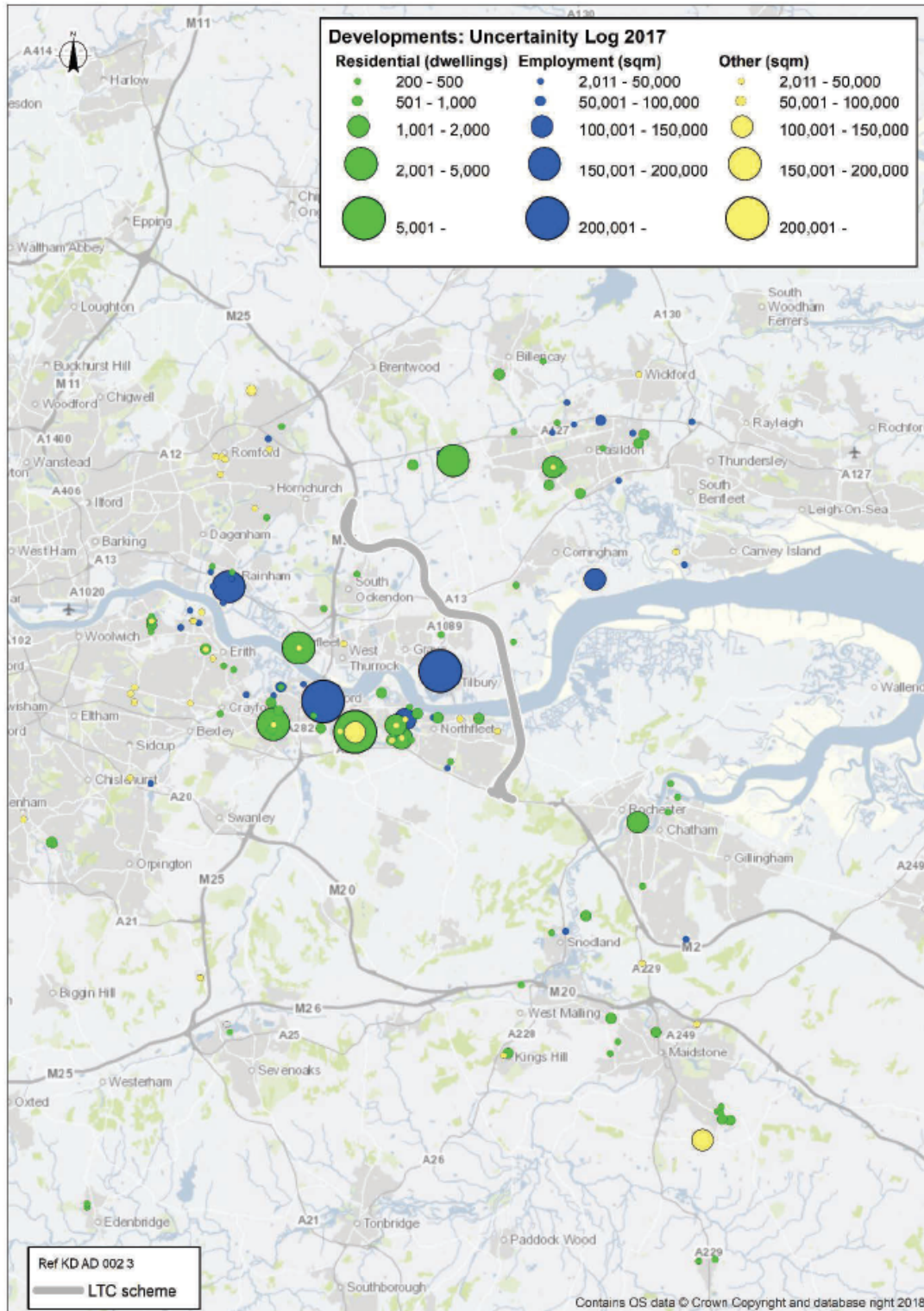
Development growth has been estimated for:

- Committed development – using available data and their spatial location (as shown in the Figure 1), and
- Non-committed development – using TEMPro 7.2 applied across the borough
- Light goods vehicles and heavy goods - vehicles is taken from the DfT's Road Traffic Forecasts, published in 2015 (RTF15), but is due to be updated with data from DfT's emerging update of the Freight Model (GBFM).

The Trip End Model Presentation Program (TEMPro) provides information for forecast trip ends based on Local Authority (LA) plans, monitoring reports and targets/plans for the whole LA, Census, ONS 2012-based population projections, employment projections and distribution. The zones within TEMPro are based primarily on 2011 Census MSOA boundaries, with version 7.2 being the most recent version issued by the Department for Transport.

TECHNICAL NOTE

Figure 1 - Development Growth Included in the Model

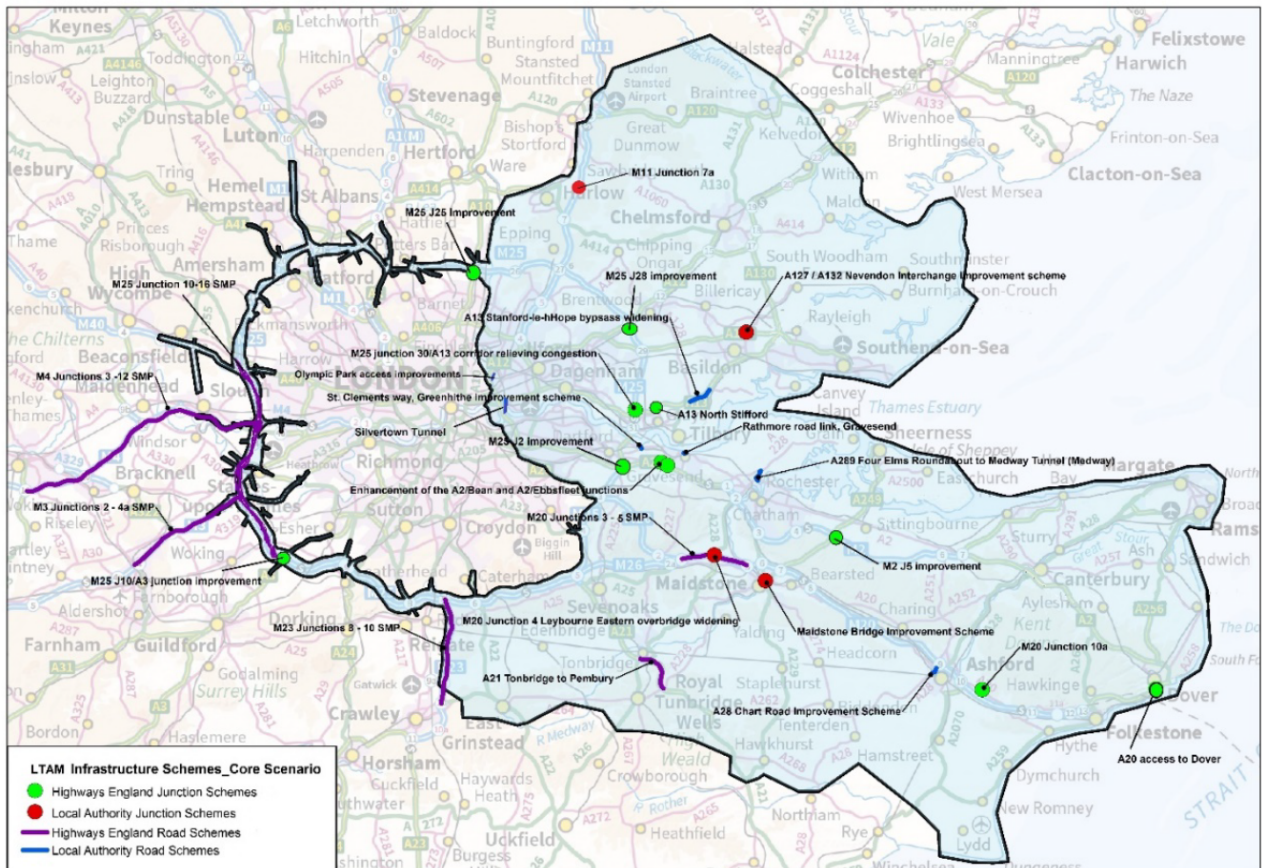


The emerging Local Plan developments are therefore only considered as a global factor and therefore, not spatially considered to levels forecast in TEMPro 7.2. This means that traffic increases are not development specific as they are spread across the network. In reality, traffic growth will be higher on the parts of the network closest to future developments and lower where no development is planned. As such junctions away from developments may operate better than modelled and junctions close to developments may operate worse than modelled.

TECHNICAL NOTE

The highway network in the model for each forecast year has been updated to include changes to the network that have funding or are more than likely to be built. This includes all schemes included in Highways England’s Road Investment Strategy Phase 1 and some local authority schemes. These schemes are shown in Figure 2.

Figure 2 - Transport Schemes in Core Scenario



The Variable Demand Model enables forecasts to be made on how highway users will change their behaviour depending on a range of factors such as changes in the levels of congestion, the cost of fuel, the fuel efficiency of the fleet and change in incomes (which affects people’s ability to afford the trips they wish to make).

TECHNICAL NOTE

Forecast Model Results

The model results show that the LTC Consultation Scheme will provide relief to the A13, M25 and A282 Dartford Crossing in Thurrock and improve journey times on these routes, as shown in Figure 3 and Tables 1 and 2 for the AM peak.

Figure 3 - Actual Flow Comparison Plot – 2041 Core DM Vs DS AM Peak



(green – increase in traffic, blue – reduction in traffic)

A brief explanation of the core routes within the model are summarised below, the results are presented in passenger car units (pcus). This is a value which enables an accurate method of comparison by converting larger vehicles, usually heavy goods vehicles to an equivalent number of light vehicles such as cars.

Current traffic levels on the Dartford Crossing is reported to range between 11,500 - 14,000 pcus depending upon time of day. This shows predicted reductions in traffic on Dartford Crossing from 14,000 - 16,000 pcus to 11,500 - 14,000 two-way pcus in 2041 accounting for the predicted traffic growth.

Traffic levels are expected to reduce from 5,100 - 5,600 pcus to 4,400 – 5,600 pcus east bound on the A13 in 2041. In the west-bound direction from 5,700 – 6,200 pcus to 4,600 – 5,700 pcus.

TECHNICAL NOTE

3. An Explanation on how the Consultation Scheme has been Selected confirmed in the Meetings to Date with HE.

There is no detail given in the available reports, on any options tested to select the LTC Consultation Scheme.

The meetings to date have however, provided an explanation on how the LTC Consultation Scheme has been selected. A further meeting on the 11th January 2019 will provide more detail on the modelling results of options tested.

The A13/LTC junction and Tilbury Link Road (TLR)

The TLR was considered by Highways England (HE) in November 2017, when scheme development was still underway and the previous traffic model was being used (which modelled the hours of 08:00- 09:00, instead of 07:00- 08:00 which has now been identified to be the peak hour). At this time, HE was investigating options, including an A13 all movement junction option.

One of the options for the A13/LTC junction considered elevated western slips to/from A13 to/from the LTC, but this option was discounted as a result of concerns over the visual impact of the junction.

When western slip roads were modelled (respecting the fact they would need to be elevated) traffic was attracted from the LTC along the A13 to the M25, therefore removing the journey time benefits seen on this section of the A13 with the current consultation scheme.

Another option considered was the idea of an HGV ban on the A1089 (to reduce traffic at the junction) and a separate road from Tilbury that could be used by HGVs to get onto the LTC. This enabled an 'all moves' junction design on the A13 to be identified within the available land and without the elevated western slip roads that could accommodate the lower traffic flows. Discussion with Tilbury Port confirmed that their priority demand was to maintain the use of the free-flow slips from A1089 on to the A13 and therefore this option was discounted.

The model results showed that when the TLR was introduced, it caused an increase in traffic on local roads, especially cars and was not used by most of the traffic (only 6%) going to/from the existing port at Tilbury, as the Port currently provides access to London and the North. Some of the traffic using the TLR was doing so to avoid the future congestion at the Asda roundabout. The Transport Assessment supporting the DCO application shows that 75% of Tilbury 2 traffic would use the TLR, although the actual numbers are low.

As a result of not identifying a preferred option, the scheme development was refreshed with the casting of three design principles to help prioritise the design requirements:

1. Provide for the traffic movements for which a new river crossing east of Dartford would provide the natural route.
2. Maintain current major movement routes.
3. Do not create inappropriate use of local roads in order to get to the SRN.

The model and supporting traffic surveys showed that approximately one lane of traffic travels between the A2 and the M25 north and approximately one lane of traffic travels between A2 and A13 east. These therefore, form the priority movements for the A13/LTC junction.

The land availability and the design of the A13/LTC junction (allowing the priority movements identified above) enabled the provision of traffic movements 'from' (but not 'to') the A1089/Port. This therefore continues to allow the Port of Tilbury current free-flow access via the A1089 to A13, plus additional new egress on the LTC both north and south-bound. As previously stated,

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the limited use of the TLR by Tilbury Port (1& 2) traffic and the Port's requirements to use the free-flow slips from A1089 on to the A13 has led to the design as proposed.

The modelling shows (that without western slips onto the A13) traffic relief would be seen on the Dartford Crossing and specifically at M25 J30. The right turning traffic from the A13 toward the M25 north at J30 is significantly reduced with the LTC, which is currently constraining the operation of this junction. At the time of the issuing of this technical note, no further information regarding the turning movements at this junction could be sought, further detail will be requested at the meeting on January 11th.

Due to the limited use of the TLR by Tilbury traffic (based upon current data/forecasts) and the increasing usage on the local roads due to rerouting of traffic, HE has concluded that Highways England (not the LTC project within HE) and Thurrock BC should take forward the business case, design and implementation of the TLR in the future, as part of a separate study. The junction at Tilbury is considered to provide opportunity to deliver this at a later date.

Manorway junction

The modelling showed that, with the LTC Consultation Scheme, very few people would U-turn at Manorway junction, as the journey time is quicker via the M25 – A13 route. This has resulted in no junction improvements being proposed at Manorway junction.

Note: Thurrock Council is advised to seek RIS2 funding. The meeting on 11th

Orsett Cock junction

The model shows, with the LTC Consultation Scheme, that few people come from the A1089 and want to travel towards Kent, therefore a direct link to the LTC is not considered a high priority and impacts on the current operation of the Orsett Cock junction are insignificant. Note: Thurrock Council is advised to seek RIS2 funding.

LTC Lanes/width

The modelling shows that 40% of traffic will be HGVs in the inter-peak along the northern part of the LTC (between the A13 and the M25). Three lanes are therefore proposed to allow additional capacity for weaving to occur to/from the LTC and A13 to improve the performance of the route. In addition, by providing three lanes along this section of the LTC, it does not preclude the introduction of a junction at South Ockendon at a later date, without the need to further widen the LTC.

Rest and Service Area (RaSA)

The RaSA was confirmed to be located at Tilbury due to service area spacing/closure of the services at the LTC/A2 junction and to enable vehicle refuelling before the tunnel to minimise risk of breakdowns in the tunnel. A turnaround facility is also required in advance of the tunnel, therefore a junction in this location provides this facility.

HE confirmed local access will only be to the car park, with drivers being required to walk to the services (so no vehicle access on to LTC). HE confirmed that any bunding or other screening will be determined through the Environmental Assessment.

4. Requests to HE for further data

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A number of requests have been made for additional data, which have not been provided. PBA has however attended meetings to discuss the design and modelling of the scheme. HE confirmed that during statutory consultation, legal advice must be taken prior to the release of any further modelling information.

Table 1 provides a summary of these requests.

Table 1 – Summary Requests, Responses and Outstanding Information

Request	HE response/outstanding information	Status
Representation of base and forecast travel demand in and around Thurrock	<p>HE suggested reviewing the forecast flows and volume/capacity ratios in the GIS shapefiles provided and the FMR and LMVR (already reviewed).</p> <p>TC requested additional data on speeds and/or journey times - not provided.</p> <p>TC requested data on options tested - not provided</p>	Outstanding - Meeting on 11th January organised
Data collection location diagrams	Data pack provided to Thurrock Council, however this has been processed for model use. The raw data has been requested	Outstanding
Access to the LTAM model	<p>HE has confirmed that they are unable to grant access to the LTAM model, but offered to run the model for scenarios that would be of value to Thurrock Council (see detail in section 5).</p> <p>Note: it is considered that modelling information could be shared in the future for development of a model for the Thurrock Borough, subject obtaining permissions from other licensees such as Transport for London and for a system to be established to maintain the confidentiality of such information.</p>	TC to advise on runs
Understanding of traffic modelling and potential impacts on local roads	<p>HE suggested reviewing the FMR (already reviewed).</p> <p>TC requested additional data on speeds and/or journey times - not provided.</p> <p>TC requested access or review of microsimulation modelling of junctions with in Thurrock – not provided</p>	Outstanding - Meeting on 11th January organised
Output from the option tests carried out to determine the configuration/location/number of the scheme and junctions on the LTC	<p>Verbal explanation as outlined in section 3.</p> <p>Modelling Output - not provided.</p>	Outstanding - Meeting on 11th January organised
Option tests that includes Tilbury Link Road	HE confirmed that they have tested various options for the Tilbury Link Road, but would like to meet to discuss what model runs TC wish to receive.	Outstanding - Meeting on 11th January organised
Comparison of the current traffic model with previous models	HE confirmed that they have not compiled a report that directly compares the current and previous traffic model.	Explanation provided at meeting 6th December

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		2018, but no data to provide any detail.
Confirmation of any variations in land use tested during the optioneering stage	HE confirmed that committed development (based on available data and their spatial location) and non-committed development (based on TEMPro 7.2 has been applied across the borough). No future variations have been considered, as TC has not provided any emerging development plans.	TC to confirm any development tests
Review of the travel demand for each zone in the Thurrock area – forecast trip ends and travel patterns.	Data not provided yet, meeting offered	Outstanding - Meeting on 11th January organised
Comparison of the base and forecast travel demands (origin and destination by zone) to understand where the future increases in travel demand are forecast to occur.	Data not provided yet, meeting offered	Outstanding - Meeting on 11th January organised
Confirmation as how the economic and operational benefits been quantified for Thurrock	Data not provided yet, meeting offered	Outstanding - Meeting on 11th January organised
Confirmation of specific benefits will the scheme bring for Thurrock in relation to supporting sustainable local development and regional economic growth	HE has considered the near certain development (e.g. committed) and more than likely development (e.g. within an adopted Local Plan) No detail provided yet, meeting offered	Outstanding - Meeting on 11th January organised

5. HE's Offer to support TBC with focussed modelling / micro-simulation

Emerging Local Plan Development

HE has suggested that their wider area model could be used to test development growth options and microsimulation models could be used to understand the future operation of specific junctions.

Key Junctions

HE has explained that the LTC does not result in any significant impact on junctions, such as: the A1089 Asda roundabout, Orsett Cock, and offers relief to J30. HE has raised that the A1089 Asda roundabout is operating at capacity and improvements (not part of the LTC) are likely to be needed. HE is only required to mitigate the impact of the scheme and therefore not required to make improvements for current operational issues or future development growth.

The microsimulation models have been created for the junctions on the A road network. These will show the detailed operation of these junctions with and without the LTC and also the effects of growth currently tested. Improvements to junctions may need to be made in the future to allow for planned growth and/or emerging Local Plan development growth. Identifying these improvements will enable TC to seek RIS2 funding, other funding and/or development contributions to deliver these upgrades. There may also be an opportunity to divert funding, if improvements are no longer necessary or a priority with the LTC.

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Tilbury Link Road

HE has recommended that Highways England (not the LTC project within HE) and Thurrock BC should take forward the business case, design and implementation of the TLR in future, as part of a separate study (and potentially a future RIS scheme).

A meeting on 11th January 2019 will seek to understand what modelling and assumptions have been considered to date.

TC will need to consider whether they wish to take forward a separate study with HE.

Incidents

Hypothetical tests could potentially be carried out on the model by closing lanes within the model network and reviewing the route changes and the operation of the junctions/turning facilities. This will show a significant worst case scenario, as in reality any incidents will be reported to drivers via sat navigation systems, radio travel news, variable message signs, etc. and drivers will choose to not travel, change mode, time of day, route or destination. This cannot be accurately modelled, and therefore only sensitivity testing could be carried out by factoring down the traffic flows within the model.

6. Consideration should be given TC's priorities for investigation with HE.

HE has suggested that TC should consider how they would like to influence the scheme. A number of opportunities are listed in Table 2, but these are not exhaustive.

Table 2 – Summary of Possible Requests, Responses and Outstanding Information

Potential Opportunities to seek from HE	Consideration
Access or safeguards (car, HGV and/or public transport) to provide access to/from the Tilbury junction	<p>TC could request that the principle of a future access is agreed:</p> <ul style="list-style-type: none"> a) west to Tilbury and/or b) east to a potential development area. <p>The junction design should be demonstrated to be able to accommodate these access points.</p> <p>The land should be safeguarded to deliver these accesses in the future within the redline (including through the RaSA)</p>
Tilbury Link Road	<p>HE has confirmed that they believe this is not needed to mitigate the LTC or for Tilbury 1 and 2, as currently proposed.</p> <p>Modelling to date is reported to attract traffic on to local roads, causing impacts which will need much greater investigation, therefore a separate study is proposed.</p> <p>TC to decide whether to object to the loss of the scheme on grounds other than modelling (if possible, as the modelling evidence, as reported, demonstrates that it is not required) or request that a separate study is progressed with HE.</p>

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Rest area at South Ockendon and/or access or safeguards for junction at South Ockendon	<p>TC could request that the principle of a future access to South Ockendon is agreed.</p> <p>The junction design should be demonstrated to be able to accommodate the access.</p>
Slip roads between A13 west to/from LTC	<p>TC to decide whether to request further investigation into the inclusion of western slip roads</p> <p>These would be elevated and therefore result in visual impact</p>
Improvements at Orsett Cock junction	<p>TC to decide whether to request further investigation into the operation of the junction for inclusion in the scheme (noting that the modelling evidence shows improvements are not needed to mitigate the scheme) or for future planning and funding purposes. Note: Thurrock Council is advised to seek RIS2 funding. It needs to be determined whether the capacity provided by the A13 widening (Stanford-le-Hope Bypass) commencing this month is retained with the LTC.</p>
Improvements at Manorway junction	<p>TC to decide whether to request further investigation into the operation of the junction for inclusion in the scheme (noting that the modelling evidence shows improvements are not needed to mitigate the scheme) or for future planning and funding purposes. Note: Thurrock Council is advised to seek RIS2 funding.</p>
Utilities to be relocated away from Chadwell St Mary and safeguards for access	<p>A workshop has been suggested to investigate options for the planned utility diversions to potentially open up development opportunities.</p>
Public transport/coach interchange facilities and/or public transport priority safeguards	<p>TC to investigate opportunities for HE to explore</p>
Relocation of Drainage or other mitigation within the redline to accommodate future development sites	<p>A workshop has been suggested by HE to determine opportunities to change the proposals within the mitigation area.</p>
Cut and cover through Mardyke Valley Higher/greater length of false cuttings	<p>TC to decide whether to request further investigation on the opportunities and benefits</p>
Noise/landscape bunding/screening at the RaSA	<p>TC to decide whether to request further investigation on the opportunities and benefits</p>

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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	Request information from HE	
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	Request information from HE	
1b	3, 9, 46, 47, 48, 49,	Business Case	Who is to fund the entirety of the	The Chancellor announced in his	

	50, 52, 53, 54,		scheme	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	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. 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.	
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	A PPA is being negotiated to assist with providing resources	

			<i>any</i> Application of a DCO.		
3a	20, 21	Alternatives to this proposal	The Planning Inspectorate has demanded that these be set out – when will HE share with Thurrock how they intend to respond	Alternatives that have been considered are included within 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	M25 / A2 Junction will be diversion point for the LTC; then back on to the M25. Can you	To be considered by the Council as part of the transport modelling work to inform the Council's	

		operate?	prove that the entire network will be able to cope and that LTC does not simply create a new connection but with roads and junction either side at gridlock?	consultation response	
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	To be considered as part of the Council consultation response.	

			with Thurrock Council prior to the Application for the DCO.		
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	To be considered as part of the PEIR and the development of the ES	

			metres) either side of the road (for masking the road, wild life protection, and creation of new 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	Response from HE: there are references to a regional control centre to oversee traffic within our Guide To Consultation	

			<p>state of the art integrated traffic control 24/7 covering the current crossing and local roads either 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).</p>	<p>(Pp 130-132). There is a need to consider this further within HE's wider business and no further information is possible at this stage. We would welcome any feedback on this matter within your consultation response.</p>	
6c	19	Incident Management	<p>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.</p>	<p>To be considered by the Council as part of the consultation response and the outcome from the assessment of the traffic modelling.</p>	

6d	19	Incident Management	As HE have now confirmed that tankers will have unescorted use of any new crossing, can they confirm they will ban / restrict tankers using the current tunnels and thereby remove the delays currently seen?	Response from HE: if this is a requirement of 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, 37, 39, 40-45, 49, 50,	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	
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	
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.	

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**Lower Thames Crossing Task Force
Work Programme
2018/2019**

Dates of Meetings: 18th June 2018, 16th July 2018, 20th August 2018, 17th September 2018, 15th October 2018, 12th November 2018, 10th December 2018, 14th January 2019, 11th February 2019, 11th March 2019, 29th April 2019

Topic	Lead Officer	Requested by Officer/Member
18 June 2018		
Cabinet Update	Steve Cox	Members
Highways England Update	Highways England Update	Officers
Work Programme	Democratic Services	Officers
16 July 2018		
Highways England Update	Highways England Update	Officers
Work Programme	Democratic Services	Officers
20 August 2018		
Highways England Update	Highways England Update	Officers
Work Programme	Democratic Services	Officers
17 September 2018		
Cabinet Update	Steve Cox	Members
Highways England Update	Highways England Update	Officers
Work Programme	Democratic Services	Officers

15 October 2018		
Highways England Update	Highways England Update	Officers
LTC Questions	Anna Eastgate	Members
Deep Dive A13 (A1089)/ East Bound Slip Roads	Anna Eastgate	Members
Consultation Explanation	Anna Eastgate	Members
Mitigation Schedule	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
12 November 2018		
Highways England Update	Highways England Update	Officers
Task Force Priorities List/ Mitigation Schedule	Anna Eastgate	Members
Response to Consultation	Anna Eastgate	Officers
Business Views	Anna Eastgate	Officers
Next Steps for Consultation	Anna Eastgate	Officers
Work Programme	Democratic Services	Officers
10 December 2018		
Highways England Update	Highways England Update	Officers
Response to Statutory Consultation	Anna Eastgate	Officers
Task Force Priorities List/ Mitigation Schedule	Anna Eastgate	Members
Work Programme	Democratic Services	Officers
14 January 2019		
Traffic Modelling Assessment	Anna Eastgate	Members

Task Force Priorities List/ Mitigation Schedule	Anna Eastgate	Members
Summary of Consultation Responses	Anna Eastgate	Officers
Development Consent Order Process: Next Steps	Anna Eastgate	Officers
Work Programme	Democratic Services	Officers
11 February 2019		
Highways England Update	Highways England Update	Officers
Work Programme	Democratic Services	Officers
11 March 2019		
Highways England Update	Highways England Update	Officers
Work Programme	Democratic Services	Officers
29 April 2019		
Highways England Update	Highways England Update	Officers
Work Programme	Democratic Services	Officers
Next Municipal Year		
Health Impact Assessment	Anna Eastgate	Members

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