

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 **11 February 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: **6 February 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 14 January 2019 at 6.00 pm

Present: Councillors Peter Smith (Chair), John Allen, Luke Spillman, Jane Potheary and Sue Shinnick

Apologies: Councillors Gerard Rice (Vice-Chair), Andrew Jefferies, Tom Kelly, Terry Piccolo

Linda Mulley, Resident Representative

In attendance: Steve Cox, Corporate Director Place
Anna Eastgate, Assistant Director Lower Thames Crossing
Mary Patricia Flynn, Strategic Lead - Communications
Helen Forster, Strategic Lead - Public Health
Luke Tyson, Business Manager
Lucy Tricker, Democratic Services Officer

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

Sophie Matthews, 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.

42. Apologies for Absence

Councillors Tom Kelly, Andrew Jefferies, Terry Piccolo, and Gerard Rice (Vice-Chair) sent their apologies, as well as Linda Mulley, Resident Representative.

43. Minutes

The minutes of the Lower Thames Crossing Task Force meeting held on 10 December 2018 were approved as a correct record.

44. Items of Urgent Business

There were no items of urgent business.

45. Declaration of Interests

There were no interests declared.

46. Traffic Modelling Assessment

The representative from Peter Brett Associates began by briefly explaining the report and explaining that there had been a number of documents relating to traffic modelling available on Highways England's (HE) website as part of the statutory consultation, but these had been of limited detail and did not include options testing on how the scheme had been configured. She continued by stating that meetings had been held between Thurrock Council and HE in November and December 2018, as well as on 11 January 2019 on how the scheme had been selected and how the Council could work on the modelling with HE. She added that at the 11 January meeting, the Council and Peter Brett Associates (PBA) had been hoping to analyse traffic data, but this had not occurred. She described how instead HE had offered the Council future access to the cordoned model, which would allow Thurrock to run traffic modelling, but would not provide detailed modelling results. She stated that it would give the Council increased freedom to run their own traffic models.

The representative from PBA then gave a brief background on traffic modelling and explained that HE used a variable demand model which forecast how users might change their driving behaviour in the future, such as problems with congestion, cost of fuel, and fuel efficiency. She elaborated that the model used the average weekday in 2016, including peak morning hours of 7am-8am, inter-peak hours of 9am-3pm, and evening peak hours of 5pm-6pm. She went on to state that the model began in 2026, as this was the first year HE were hoping to have the LTC open, and also forecasted traffic in 2031, 2041 and 2051. She also described how traffic growth was estimated in two different ways, these being by using 'committed development data', which used available data at the time, and 'non-committed development data', which included future developments in the borough, such as the local plan. She explained that to model future developments in the borough, HE used global factors, such as using Department for Transport HGV data, which was not accurate.

The PBA representative discussed the outputs from HE current traffic modelling, including if the Lower Thames Crossing (LTC) was built as is currently planned. She commented that HE believed the LTC would provide relief to the A13, M25, and Dartford Crossing through journey time improvements. She quoted HE and gave the example that at the Dartford Crossing currently 11,500-14,000 passenger car units (PCU, with one PCU equating to one car, and two PCUs equating to one HGV) were crossing per hour, and this would only increase to 14,000-16,000 PCUs per hour by 2041 if the LTC was built. She again quoted HE and stated that with their testing they believed that with the LTC, traffic would be reduced by 15% on the Dartford Crossing in 2041, and by 10% on the A13 in 2041. She emphasised the point that detail was not currently available to compare traffic in 2041 with and without the LTC, but HE had verbally updated PBA. She continued that verbally HE had stated that they had considered the Tilbury Link Road in November 2017 as they had considered many options, including an all-movement A13 junction (which had been ruled out as it meant elevating west-facing slip roads which would have a negative visual impact), but these

options had attracted traffic through Grays onto the A13 and removed the relief the LTC could provide. She also stated that HE had considered banning HGVs on the A1089 from the Port of Tilbury, and sending them on a Tilbury Link Road instead, but HE allegedly stated that the Port had refused this option as they wanted free flowing slip roads onto the A13, and this was one reason the Tilbury Link Road had been removed. She added that HE verbally told PBA the Tilbury Link Road had also been removed as modelling had showed it increased traffic on local roads, and the majority of port traffic using the proposed Link Road would mainly be travelling to London and the North. She added that when Tilbury 2 had been modelled, again hardly any traffic had used the Tilbury Link Road so this option had been ruled out. She confirmed that HE had recommended for the Council to run its own separate study on the Tilbury Link Road, as the option had not been completely ruled out, with a junction being included in Tilbury for a potential future Link Road.

The PBA representative then outlined the design principles that HE had refreshed based on the LTC project. The design principles had been changed to:

1. Providing a crossing which accommodated national traffic movements;
2. Maintaining major traffic movements, such as the A2 to M25 North and A13 East;
3. Not creating inappropriate use of local roads.

She elaborated that on these principles HE had designed the proposed A13 junction with no direct access from the Grays area. She continued that allowing port traffic and the A1089 was the basis for current design. She then described the Manorway junction and Orsett Cock Roundabout as the HE model showed that not many people would use the LTC for this route, as it would be quicker to use existing routes due to the relief on the A13 the LTC would provide. She then described how the model had affected the northern part of the borough, as currently at the A13/M25 North junction, 40% of traffic during the inter-peak hours were HGVs. She continued that most of this traffic arrived from the A13, M25 and A2, with most weaving occurring on the M25 North. She explained that this was the reason for the lane expansion to 3 lanes, as HE felt it would safeguard the junction, as well as allowing for local development in South Ockendon.

The PBA Representative went on to discuss why the Rest and Service Area was being proposed in Tilbury, as this was due to the spacing of service stations along the route, with a service area already along the A2. She also described how HE felt it best to have a refuelling area before the LTC to decrease the number of breakdowns in the tunnel. She felt that in addition, HE had placed the Rest and Service Area in Tilbury as a turnaround point was needed in that location regardless, so the decision had not been related to the traffic modelling. She continued by stating HE had offered the Council potential actions they could undertake, such as:

1. Testing the Local Plan accurately through modelling, before the Road Investment Scheme 2 is announced at the end of 2019, and the 3rd study

commences in Spring 2019, as any improvements the Council wanted would have to be funded now.

2. Consider the progress for the Tilbury Link Road, which the Council have started.

3. Suggest that Thurrock Council put forward things they would like to influence the scheme, as listed in Table 2 of the report, which are considered complimentary measures.

The Chair then opened the floor to questions. The first question was from the Thames Crossing Action Group (TCAG) Representative who asked if the traffic modelling had taken into account what occurred when there was an incident at the Dartford Crossing. The PBA Representative replied that HE had not considered this, but when Thurrock Council receives access to the cordoned model, this would be a model they could run. She described that through the cordoned model the Council can see what would happen if roads are closed, although this may not be very accurate as people now change their routes through the help of satnavs or decide not to travel. The TCAG Representative then stated that when this model was run, it would prove the LTC would not work. She then drew the Committee's attention to Page 19 of the agenda and asked what the link was between the Orsett Cock Roundabout, the A1089 Roundabout and Kent. The PBA Representative replied that she would need to check the detailed notes and would reply through a written answer.

Councillor Allen then asked if constraints on the models were based on cost, as HE seemed to be pursuing the cheapest methods, without considering Thurrock. He asked what could be done to protect the people of Thurrock and its natural beauty. The Assistant Director LTC answered that this would be done through the Health Impact Assessment (HIA) and subsequent mitigation. She added that although HE only needed to meet the legal minimum requirements of the scheme, they should offer other enhancements and benefits to the Council. She then stated that this was the work PBA were undertaking by helping to identify the minimum level of mitigation required, and which complimentary measures Thurrock could receive.

The Business Representative then questioned PBA's concern over the Asda roundabout and asked the representative to expand. The PBA Representative elaborated that although detail had not been shown, HE had explained that when the Tilbury Link Road had been tested, huge amounts of traffic had been re-routing through Grays and the urban Thurrock area. She added HE were unsure if this was because of the Tilbury Link Road or if the Asda Roundabout was simply at capacity in the future. She stated that they would be able to understand in greater detail when the Council received the cordoned model. The Business Representative then stated that the Port of Tilbury had asked for options and models on the Tilbury Link Road but had not received this from HE, although HE had stated they would send it over after the end of consultation. He added that the Port had asked again since the end of consultation, but still not received anything. The Assistant Director

LTC stated she had a meeting next week with HE and would ask for a three-way meeting between the Port, the Council and PBA to take place. She also added that HE had only returned from the Christmas break this week, which may be a reason why the Port had not received anything yet.

Councillor Potheary then stated she felt concerned over the cordoned model, as she felt HE were hiding something, as additional information must be being held 'behind the cordon'. She asked how reliable results would be from the cordoned model. The PBA Representative replied that HE could not give out the full traffic model due to licensing rules and data protection, but results from the cordoned model would be reasonably accurate. She added that the Council could specify traffic scenarios in the wider model. She elaborated that the way it would run in practice would be that the Council would use the cordoned model for understanding, and could then ask HE to run more accurate testing in the wider model. The Assistant Director LTC added that the 'design freeze' would be coming in May 2019 as data had to be tested and analysed before Development Consent Order (DCO) submission in October, so there were time pressures on the Council. Councillor Potheary added that she felt HE were 'running the show' and had removed democratic accountability, as the Council were there to represent residents but could not do this properly as they couldn't engage with the wider model. The Assistant Director LTC commented that during the examination phase the Council can question, but the process was very developer led. She added that during the examination phase HE would not want lots of unhappy public comments, or lots of evidence presented against the LTC from local authorities, so would try to offer complimentary measures as much as they could.

The PBA Representative then clarified that access to the cordoned model was still not completely guaranteed as HE still needed internal agreement. She added that HE could run analysis that the Council ask for, so if access to the cordoned model was denied then the Council could still access data. She commented that this was the first time HE had offered access to a cordoned model so they don't have a template agreement to use. Councillor Spillman then commented that the Port of Tilbury was an important logistics hub for the country and asked how the LTC scheme could get to this stage of development without providing and sharing traffic modelling with them, and with the Council. He asked if this was normal procedure for a scheme like this. The Assistant Director LTC replied that she felt HE had under-estimated the size and scale of the project, as this was the largest scheme they would be building since the M25. She felt that HE had agreed to release the cordoned model due to concerns raised by Thurrock and other local authorities, as all parties had asked for HE to run such a high volume of traffic modelling, and HE could not keep up with requests. The Chair then stated it was not the fault of PBA that no information was available as receiving information from HE was a constant challenge. Councillor Spillman replied that HE did not even seem to know basic data such as how many cars would be travelling across the LTC, and how much the scheme would cost. The Assistant Director LTC replied that the process was iterative and ran through a separate consenting regime which started broad and then narrowed during the process. She added

that by using this linear infrastructure method, more problems were caused, and this was compounded by the fact this was a complex scheme which involved lots of land parcels.

Councillor Allen added that he wanted to get this scheme right by design, and wanted traffic along the A1089 and port traffic to be free-flowing, to reduce idling HGVs and therefore reduce pollution for the residents of Tilbury. He asked how the Council can influence HE. The Chair replied that this would be answered during the next item. Councillor Potheary then drew the Committee's attention to Figure 3 on Page 17 of the agenda which was regarding local roads, as the diagram did not take into account what would happen if there was an incident, as she did not want the roads turning into rat-runs. She stated that on the diagram there was a lot of 'green' which indicated increases in traffic on local roads. The PBA Representative answered that all data in the reports was focused on strategic roads, although some of the data could be zoomed in on the links, which could be provided, although there was currently no information on how specific junctions would operate. Councillor Potheary replied that she would like to see the zoomed in files as there were very few roads that seemed to have a decrease in traffic, which would increase the pressure on local roads. Councillor Allen then asked how HE defined local roads, as for some people the A13 and A1089 counted as their residential roads. He then drew the Committee's attention to an incident that had occurred a few weeks ago in Aveley where a HGV had driven through the front of a shop, and asked how HGVs would be prevented from driving on local roads with the LTC. He asked if ANPR cameras could be considered as a preventative measure. The Assistant Director LTC responded that the Council could ask HE for things such as weight measures during the DCO process and during the examination phase, and the Council could look into the legal aspect of ANPR cameras. The Chair asked if the Task Force could run a workshop regarding detailed traffic data, and the Assistant Director LTC replied that once the cordoned model had been received, this was something that could happen.

The TCAG Representative asked why the particular hours of 7am-8am; 9am-3pm; and 5pm-6pm had been chosen for the traffic modelling, and if when the Council received the cordoned model they could only use data from these time periods. The PBA Representative replied that HE considered the peak times during the morning and evening, as well as the lowest levels during the inter-peak hours. She stated that the combination of both of these times showed the cost-benefit analysis of the scheme. She also replied that only during these times could data be modelled. She added that Thurrock Council could run its own model but this would take lots of time and data, and it was standard practice to use data during these times.

The Chair then summarised and stated he felt disappointed in the work of HE, and clarified that it was not the fault of PBA. He felt that HE could do better as there was now a limited amount of time until DCO submission. He added that a workshop would also be considered in two months' time.

47. Development Consent Order Process: Next Steps (Verbal Update)

The Assistant Director LTC began by stating that the statutory consultation had closed on 20 December 2018, and HE had received over 20,000 responses which they were currently analysing. She commented that they were analysing for potential changes they might have to make, and if changes were identified, if any additional consultation would be needed. She added that consultation responses would not be made public until submitted as part of the DCO, but only main statutory consultation responses would be published in full, with individual responses being summarised and grouped. She stated that a number of technical meetings had been set-up between HE and the Council up until April, and although other local authorities met monthly, Thurrock Council were meeting on a weekly basis. She stated that Thurrock would be called upon by the Planning Inspectorate a month before DCO submission to consult on the Adequacy of Response, and the Council were currently also working on a Local Impact Report. She added that a skeleton version of the Local Impact Report would be brought before the Task Force before it was submitted. She explained that the Council were also producing a Statement of Common Ground which highlighted areas of agreement and dis-agreement between HE and the Council, and explained that although this was not a statutory document, it would help to shape the examination phase and which topic-specific hearings would take place.

She then moved on to answer Councillor Allen's question regarding how Thurrock Council could influence HE and listed the following points:

1. Through technical meetings by shaping HE's approach to the scheme, although this was proving to be a struggle at the moment;
2. Through the local plan consultation, as if this is progressed then later technical meetings could consider this as committed development;
3. Through partnerships with other local authorities, as there are many areas of commonality, and many other local authorities also feel HE are providing inadequate data
4. Through higher level meetings, such as with MP's, Ministers and the Department for Transport.

Councillor Spillman then asked which legal avenues were open to the Council, and if there were legal methods to either stop the LTC being built; change the route; or force HE to cut and cover the whole route. The Assistant Director LTC replied that the route cannot change, although during the examination phase inspectors test all routes, and can find evidence to be flawed and the scheme to be wrong. She felt that Thurrock could help to prove this and ensure the right decisions are made. She stated that regarding cut and cover, Thurrock Council can try and force HE in particular areas. She also added that in legal terms there is a presumption in favour of development and the scheme will get consent, unless it is not policy compliant. She explained that any legal challenge only delays the process and does not stop it completely. She described how the process first goes to judicial review and

if this is proven then goes on to a substantive review in front of a judge. She then described that the judge could only send the process back a stage and make HE reconsider their options again, and would be unlikely to stop the process.

Councillor Spillman then asked for clarification why the route was not being cut and covered, as he had heard it was due to the terrain. The Assistant Director LTC responded that as part of the route was in a flood plain, it would be difficult to cut and cover. She commented that the Council will have a chance to challenge at the examination phase, and if they could prove the route was wrong, DCO could be refused. She also highlighted that refusal of DCO happened in a very small percentage of cases, usually in the percentage region of single figures. Councillor Spillman then asked what would happen if the Council rejected the LTC in any form, and if there was a chance this would change the route. He also asked if any research had been undertaken into considering alternative options for the route. The Assistant Director LTC replied that HE had undertaken years of options testing for routes, and if the Council wanted to undertake their own route options testing it would take lots of time and money, with only a slim likelihood of success. She felt that the Council now needed to secure a good level of mitigation for the route and not follow the example of the Thames Tideway Tunnel which had consistently refused the route and received no mitigation against the scheme. The Corporate Director Place added that Thurrock Council's position remained against any new crossing in Thurrock, and that judicial review could stop the scheme indirectly as it could increase its cost outside the cost envelope. He also added that the Council needed more technical information from HE, and were working with businesses, partners and other local authorities to influence HE. He also commented that the views of members of the business community had changed because of this, as now many did not support the scheme in its current form. Councillor Allen raised the point that as the LTC would be a toll road, all the money HE put into the scheme would be returned to them.

The Thurrock Business Board Representative asked if any progress had been made on moving the Rest and Service Area. The Assistant Director LTC replied that there had been no meetings on the Rest and Service Area since Christmas, but would report back any updates in future Task Force meetings. The Thurrock Business Board Representative questioned if there was a chance of moving the Rest and Service Area. The Assistant Director LTC replied that HE hadn't fully committed to the site being in Tilbury, and had only been originally proposed there, as there had been a 60 Watt surplus which could power plug-ins. She commented that she felt this could be an area for influence, as well as areas such as lowering structure heights, better design on the route, and cut and cover. Councillor Spillman then asked if funding could be made available to residents groups to help with their campaigns and action groups, such as was used in Heathrow. The Corporate Director Place replied that this was something which could be looked into.

48. Summary of Consultation Responses (Verbal Update)

The Thurrock Business Representative began by stating the Port of Tilbury had submitted their formal consultation response, which was 52 pages long and was a comprehensive report including factors such as ecology, traffic and comments from consultants. He stated that the Port of Tilbury did not support the scheme without the Tilbury Link Road and also had concerns about traffic at the Manorway junction. He added that they had received no feedback from HE yet. The TCAG Representative explained that the Action Group had submitted their response, as well as individual responses, and the general consensus was negative. She added that even people who supported the crossing, had objections on some level. Councillor Spillman added that he felt the accessibility to the consultation online had been acceptable, and questions had been very thorough although leading in places.

49. Task Force Priorities List

The Chair stated that as HE had been on Christmas break until this week, no response had been received, so no changes could be made to the Priorities List.

50. Work Programme

Councillor Spillman asked if a report on potential funding for the action groups could be added to the Work Programme, and the Assistant Director LTC responded that it would be added.

The meeting finished at 7.16 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**

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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.	

Number	Mitigation/Scheme Enhancement/Assessment	Type	Theme	Task Force Key Priority	Timescale	People	Place	Prosperity	Justification	Key stakeholders	Key influencers	LTC project draft comments	Update 5.11.18	Update 05.02.19
1	A senior government official appointed that can broker better local outcomes for Thurrock and the neighbouring Councils. Thurrock to present emerging local plan information to LTC/MHCLG/DfT regular update meeting.	Mitigation	Policy	2	Before DCO	YES	YES	YES	To reflect that this scheme will affect other Government departmental priorities i.e. MHCLG, BEIS, EA and Department of Health & Social Care/Public Health England.	Thurrock Council members Members of other affected local authorities – Gravesend Borough Council, London Borough of Havering, Brentwood Borough Council, Medway Council, Kent County Council, Essex County Council	Jackie Doyle Price MP (Thurrock) (also Parliamentary Under-Secretary of State for Health) Steven Metcalfe MP (South Basilton and East Thurrock) MPs for other affected areas Department for Transport (DfT) Secretary of State (SoS) for Transport	LTC agree with principle Thurrock to present emerging local plan information to LTC/MHCLG/DfT regular update meeting	Presentation taking place with MHCLG. Sean Nethercott arranging	Emerging Local Plan presented to HE at workshop on 30 Jan 2019, follow up actions for HE and Thurrock, including liaison with PINS (Local Plan team) re-consideration of Local Plan in LTC scheme
2	An Independently Chaired Design Steering Group of directly affected Local Planning Authorities should be constituted, external to the project. LTC project to engage, with a senior HE employee to attend the Group and agree common and local aspects of design.	Mitigation	Policy	2, 5, 8	Before DCO	YES	YES	YES	To provide design oversight and ensure that the negative scheme impacts on local people, place and prosperity are minimised.	Design Council: CABE Thurrock and other local authorities Highways England Strategic Design Panel	HE Strategic Design Panel (to be renamed appropriately) DfT SoS	LTC positive, although would like to change nomenclature Suggestion this is led by host authorities as external to project rather than host authorities being seen to be too embedded in project design panel. LAs need to decide who joins and who facilitates.	To be discussed with HE	Thurrock to participate in Design Panel. Next review meeting Apr 2019. ToR for panel requested to allow extent of input to be determined.
3	To constitute a Construction Procurement Group to seek to deliver local ambition within the Social Value Act (2012) including significant, weighting on social value (e.g. 50% Quality, 30% Price, 20% social value). This should be included in DBFM contract to ensure embedding in the project.	Mitigation	Policy	1	Before DCO	YES	YES	YES	To ensure that value is considered at all stages of the project. To ensure value to Thurrock is beyond basic incidental trade.	South East Local Enterprise Partnership (SELEP) Thurrock Business Board Tilbury Port DP World Local business groups	SELEP Specific business led Thurrock proposition – via Thurrock Business Board?	LTC procurement team are reviewing this. LTC already discussing issue with educational bodies. Needs to be linked to DBFM contract to ensure these are embedded issues. HE to invite Thurrock (and other host authorities?) to discuss further.	To discuss with HE now PF2 contracts will not be progressed.	AE meeting with HE legacy/benefits team
4	Ensure that the Local Authorities the scheme falls in are the discharging authorities for all requirements and obligations associated with the DCO	Mitigation	Policy	2	Before construction	YES	YES	YES	So that the affected Authorities can ensure that conditions and obligations are properly fulfilled.	Thurrock Council Other affected local authorities – Gravesend Borough Council, London Borough of Havering, Brentwood Borough Council, Medway Council, Kent County Council, Essex County Council	DfT Other local authorities who have worked with HE DCO? E.g. South Cambridgeshire District Council, Huntingdonshire District Council, Cambridgeshire County Council?	HE will progress on basis that DfT is the discharging authority. This is to be discussed further via draft DCO.	Will be discussed at future HE technical meeting	HE put on notice of this desire. AE arranging meeting with HE and PINS (DCO team) Meeting with other affected LAs 07/02/19
5	That a 1km development boundary creates a new habitat including woodlands or wetland. That each change has a confirmed palette of materials and planting selected by the design steering group and that all such mitigation be progressed in perpetuity. This 1km buffer would allow the provision of substantial mitigation, where required for mitigate impacts on existing natural resources and receptors but would also ensure that LTC is adequately screened for the new development being proposed in the emerging Thurrock Local Plan.	Scheme Development & Design	Policy	5, 7	Before DCO		YES	YES	To ensure that the scheme is designed to minimise its adverse visual and environmental impacts and that such mitigation meet local ambitions and is secured as a long term asset for Thurrock.	Natural England Woodland Trust Essex Wildlife Trust Thames Chase Trust (Community Forest) Forestry Commission RSPB	HE Strategic Design Panel	LTC would like to know more about the reasoning for this. JL indicated this related more to design than to mitigation. AE suggested LTC action to consult on boundary.	Cannot justify this and there are no powers to deliver it. Needs to be looked at again	1km buffer not deliverable. Discussion of design palette, mitigation and enhancement proposals at specific key locations is included in HE technical meeting schedule
6	HIA working group to be established with representatives from all local authorities to influence the methodology and content of the HIA. HE should produce a comprehensive Health Impact Assessment for LTC. From that HIA should seek agreement from the Steering Group a mitigation / enhancement strategy. This would include a strategy for engaging vulnerable groups, schools / low income households etc.	Assessment	Human Health	7	Before Statutory Consultation	YES			To fully understand and mitigate the potential implications of the scheme on human health and health inequalities.	Public Health Directors Public Health England EHOs (AQ, noise & vibration) Thurrock Clinical Commissioning Group	Public Health Directors Public Health England	LTC are producing a Communities and Health Impact Assessment, incorporating HIA and EHA. SB indicated that the Directors of Public Health are to get together to define what they are expecting. LTC indicated that there is a chance to influence the methodology and content and suggested a working group.	There is a meeting of LA DPH representatives 14.11.18 and an HE meeting on 23.11.18	Work underway. Community Impacts and Public Health Advisory Group meeting held 29 Jan 2019. Next meeting scheduled Apr 2019
7	Determination of the scheme impacts on human health and the environment by conducting Contaminated Land Risk Assessments of all potential sources of contamination such as landfills and brownfield sites along the route. Chemical, Radiation and Environmental Hazards should also be addressed.	Assessment	Human Health	7	Before DCO	YES	YES		To allow the impacts on human health and the wider environment to be identified, design remediation or mitigation and to provide baseline data for an ES Chapter on Ground Conditions.	Thurrock EHOs Environment Agency Public Health Directors Public Health England	Environment Agency	LTC – this will be included in ES and DCO Requirements. SB requested this includes consideration of Chemical, Radiation and Environmental Hazards.	Will be available as part of the DCO application documents	EHO issues included in schedule of planned HE technical meetings
8	Increasing project objectives to standards higher than “minimise adverse impacts on health and the environment” of the preliminary environmental baseline to “improve health and environment” (HE Corporate Strategic Outcomes). Whilst LTC project predates HE Corporate Strategic outcomes HE’s Designated Funds should be used to close the gap between project and HE corporate objectives.	Mitigation	Human Health	7	Before DCO	YES	YES	YES	Meet HE’s own core policies.	HE corporate	DfT SoS	HE scheme requirements pre-date the HE corporate objectives. Potential to use designated funds to push for parity.	to be discussed at HE technical meeting	Incorporated in item 6 above
9	Modelling working group of host local authorities, TL (if appropriate) and HE/LTC to be convened to consider issues. To release the LTC local transport model at least 3 months prior to any Statutory Consultation and demonstrate it provides sufficient accurate detail of the project impacts. The modelling to include:- a) National level factors around the key drivers of transport demand such as economic growth, demographic change, travel costs and labour market participation b) Recognise the interface with the emerging local plan c) An assessment of the benefits and costs of schemes under high and low growth scenarios, in addition to the core case. d) Appropriate sensitivity analysis to consider the impact of uncertainty on project impacts. e) A ‘do-nothing’ scenario for increased GVA and delivery of new homes. f) Tilbury Link Rd	Assessment	Transport	1, 4	Before statutory consultation	YES	YES	YES	In accordance with paragraph 4.6 of the National Policy Statement for National Networks (NPSNN). To ensure that all impacts of the proposed scheme are fully understood by all parties.	Thurrock Environment & Highways Kent CC Highways, Transportation and Waste Essex CC Infrastructure and Environment Medway Council Transportation TL	HE DfT	HE will not release full model but will release bespoke runs and data. Need to agree formats for release of information. Cordon runs for designated areas will be released as soon as possible. Recognition of interface with emerging local plan and Modelling working group to be convened (see notes at end of document).	PBA to advise	Discussions with HE ongoing. Cordon model to be issued to Thurrock, expected mid Feb
10	That HE undertake a detailed safeguarding for current and potential Local Plan growth scenarios in terms of capacity and location of new link roads and junctions and that these be safeguarded prior to DCO and any included in any scheme planned shared with potential contractors. As per item 1, Thurrock to present emerging local plan proposals to LTC/MHCLG/DfT regular update meeting. That the Tilbury Link be thoroughly assessed on the basis that the main road continues beneath the railway line but with a junction south of the railway line within cutting.	Mitigation	Transport	2	Before DCO		YES	YES	To reflect Thurrock’s proposals for growth and ensure that the LTC and associated works take these into account.	Thurrock Environment & Highways Tilbury Port (Forth Ports) Association of South Essex Local Authorities (Local Plan)	Tilbury Port (Forth Ports) Association of South Essex Local Authorities	LTC require better understanding of emerging local plan. See item 1 re: presentation to MHCLG, DfT	Passive provision can be explored for junctions at Ockendon and Tilbury but is subject to local plan outcomes	Included in item 1 above.

11	Meet requirements of NPSN para 4.31 "A good design should meet the principal objectives of the scheme by eliminating or substantially mitigating the identified problems by improving operational conditions" (i.e. @Dartford) "and simultaneously minimising adverse impacts. It should also mitigate any existing adverse impacts wherever possible, for example, in relation to safety or the environment. A good design will also be one that sustains the improvements to operational efficiency for as many years as is practicable, taking into account capital cost, economics and environmental impacts."	Scheme development & design	Transport	7	Before DCO	YES	YES		To eliminate or substantially mitigate the identified problems by improving operational conditions and simultaneously minimising adverse impacts.	Thurrock Environment & Highways Natural England Environment Agency Historic England Woodland Trust Essex Wildlife Trust Thames Chase Trust (Community Forest) Forestry Commission RSPB	HE Strategic Design Panel	LTC agree with this		Included in item 2 above.
12	New 'East Facing Slips' on and off slips at the A13 Lakeside junction to cater for traffic to/from the east to be designed prior to submission of DCO and commissioned prior to start of LTC	Mitigation	Transport	5	Before DCO	YES	YES		To reflect the significant and continued growth across the network, improving journey times and access to the strategic network.	Thurrock Environment & Highways DfT Highways England	Jackie Doyle Price MP (Thurrock) SoS	This is not in the gift of LTC at the moment. Thurrock are looking for different sources of funding. Amelia ??? at HE is aware and has commented. LTC to share information on their option studies and Thurrock to share information on A13 upgrades.	Funding announced at the Conservative Party Conference to bring this forward. Will be independent of LTC	Being carried out separately from LTC. Work underway.
13	Commission detailed feasibility studies to: a) multi-modal assessment of current and future enhanced transport network capacity – to include highways, bus & coach, railways, walking and cycling networks at Tilbury, Grays and Purfleet b) To actively safeguard through the tunnel and at portals for rail, light rail and bus that may be required over the 150 year projected lifespan. c) To identify for each mode the best way in which modes could integrate with existing and improve public transport and the safeguarding (IB) and creation of appropriate multi modal hubs d) understand how best the scheme could meet freight and logistics demand (including consideration of enhanced rail freight opportunities) e) Alternative tunnel bore dimensions and gradients to be actively considered to safeguard freight. f) Parkway Stations where the new link crosses any existing rail line. To be considered by Multi Modal Working Group to be set up including representatives of host local authorities, TL (where appropriate) and HE/LTC.	Scheme Development & Design	Transport	5	Before DCO	YES	YES	YES	To provide enable development growth and improved accessibility for non-car travel; to provide road travel choice options, reducing social isolation, providing opportunities for physical activity and future-proofing the scheme. To provide real travel choice options, reducing social isolation and future-proofing the scheme	Thurrock Environment & Highways (all) (a) Highways England (b) Thames Estuary Growth Commission; C2C (Train operating Company, TOC); bus operators (c) C2C; bus operators (d) Tilbury Port; DP World; Road Haulage Association; Rail Freight Operating Companies (FOCs) (e) Network Rail; HE, DfT (f) C2C	Thames Estuary Growth Commission – potentially via Professor Sadiq Morgan	LTC to set up multi modal task force and requested Thurrock's input. Work needs to be undertaken on this asap.	to be discussed at HE technical meeting	Transport issues included in schedule of planned HE technical meetings To incorporate output from item 9
14	Bus priority schemes to be identified and delivered across Thurrock to encourage mode shift towards bus, improve service reliability and enhance capacity, including consideration of links to existing Kent Fasttrak bus rapid transit. Develop interchange and service options for express and commuter coach services. To be considered by Transportation Steering Group to be set up including representatives of host local authorities, TL (where appropriate), and HE/LTC.	Mitigation	Transport	5	Before DCO	YES	YES	YES	To encourage a mode shift towards bus and to improve bus reliability, to contribute towards mitigating the impact of the scheme on local congestion	Thurrock Environment & Highways Bus operators Fast Track Steering Group (Kent County Council, Dartford Borough Council, Gravesham Borough Council, Ariva, Land Securities, ProLogis, Department for Transport, Ministry of Housing Communities and Local Government) Coach operators	Bus operators?	See item 13	to be discussed at HE technical meeting	See item 13 - included in agenda
15	To establish a detailed micro simulation modal incorporating the current crossing and LTC to assess the impacts of the scheme on local roads and impacts on severance, and pedestrian delay and amenity. Modelling working group to consider.	Assessment	Transport	7	Before DCO	YES	YES		To reduce the impacts of the scheme on social isolation and to encourage active travel.	Thurrock Environment & Transportation HE	DfT	Modelling working group will be cover this.	to be discussed at HE technical meeting	See item 9 - included in agenda
16	Ensure that the route for the Thames Estuary section of the England Coastal Path is protected and remains open during any works. On completion to upgrade that section of the Coastal Path. Public Rights of Way Working Group will be convened by HE/LTC.	Mitigation	Transport	7	Before construction	YES	YES		To provide access to the estuary and to encourage active travel.	Thurrock Rights of Way Ramblers Association	DfT HE Strategic Design Panel	LTC note this. Public Rights of Way working group will be convened.	to be discussed at HE technical meeting	Included as part of local plan and transport and access agendas at HE technical meetings AE meeting with HE legacy/benefits team
17	To the satisfaction of the Steering Group to create a proactive Public Rights of Way Improvement Plan that identifies suitable mitigation for impacts on severance, and pedestrian/cyclist delay and amenity a) Haul routes to be chosen on the basis of long term PROW legacy b) Restore all existing PROW affected / closed / made unusable. Reinstated to at least 3 metres wide as part of an agreed strategy of network restitution and HE to formally accept such PROW enhancements as a core part of their project. c) Existing rights of way within the Borough to be upgraded (including surfacing improvements and lighting where appropriate) and converted to bridleways and cycle tracks. d) HE to lead the creation of new connections / links to and between public rights of way, public open spaces and communities that are currently poorly connected within Sin of the new route and commit to initiatives that enhance active travel following the many years of expected PROW closures during construction. HE's Designated Funds could potentially be used to achieve this mitigation.	Mitigation	Transport	7	Before DCO	YES	YES		To reduce the impacts of the scheme on social isolation and to encourage active travel. To enhance access to green space, encourage sustainable travel choices and physical activity, and facilitate better access to the countryside for health and wellbeing.	Thurrock Rights of Way Ramblers Association British Cycling Sustrans	Ramblers Association Sustrans HE Strategic Design Panel	As 16. This is a potential opportunity for designated funds.	Severed rights of way will be reconnected as confirmed in consultation. The detail of that will be discussed as part of the ongoing design work. Officers have had discussions with HE about designated funds and are coming up with a list of schemes across the Borough where funds could be applied to deliver improvements	See item 16 - included in agenda
18	Funding for Borough Wide Personalised Travel Planning (PTP) for pre and post scheme delivery. To be considered further through Multi Modal Working Group.	Mitigation	Transport	7	Before construction & on opening	YES			To mitigate the effects of the scheme through community severance and to promote active travel	Thurrock Environment & Transportation Thames Estuary Growth Commission	Thames Estuary Growth Commission DfT	LTC have not reviewed this. To be discussed at Transportation Steering Group. Potential DfT funding.	to be discussed at HE technical meeting	See item 13 - included in agenda
19	Current Crossing to be re-designed as world class Intelligent Transport System (ITS) covering Thurrock, Dartford and Gravesham. This would be 24/7 approach to managing an integrated SRN, MRN and LRN network. ITS to become live and dynamic and a new partnership between the three Highways Authorities of HE, Thurrock and Kent to have a shared & integrated network management role in network flow management to make best use of the current crossing, manage the impacts of construction traffic, and safeguard the risk of LTC simply spreading congestion.	Mitigation	Transport	6	Before DCO	YES	YES	YES	To better manage the network and improve connections between places, reducing congestion and associated pollution, improving productivity.	Thurrock Environment & Transportation Thames Estuary Growth Commission	Thames Estuary Growth Commission	This is on LTC agenda but need to get HE on board. JA – idea is to have a full single control centre for Dartford Crossings, LTC and road north and south of the river.	Need to identify Thurrock officer to progress outwith LTC	Included in operational effects HE technical meeting schedule
20	To develop options for the upgrade or removal of level crossings within the Borough, particularly West Tilbury (Station Road) and East Tilbury (Princess Margaret Road).	Mitigation	Transport	3	Before opening	YES	YES	YES	To improve safety and improve connectivity. To mitigate the increased severance effects of the LTC.	DfT Office of Road and Rail (ORR) Network Rail (NR) C2C FOCs	ORR NR DfT	LTC are already in discussion with NR about West Tilbury level crossing but not East Tilbury. Need to confirm whether East Tilbury is in scope on basis of whether the LTC affects the road network.	East Tilbury not within scope but some form of passive provision could be provided to support a new crossing in the local plan	See item 1 - included in agenda

21	To develop solutions to improve north south line capacity on the Ockendon Branch Line, through double tracking or additional passing places. To be considered further at Multi Modal Working Group.	Mitigation	Transport	3	Before opening	YES	YES	To improve rail connections and capacity within Thurrock, and further afield to London.	DfT NR CZC	CZC DfT	This is outside LTC remit but will discuss with NR and DfT. This should be discussed further at multi modal workshop [post meeting note: should NR be invited to this workshop?].	Need to identify Thurrock officer to progress outwith LTC	See item 13 - included in agenda
22	HE to undertake the following: a) An assessment of Thurrock's Natural Capital to identify the baseline. Thurrock would be seeking a net gain of natural capital based on predict direct, indirect and cumulative impacts of the proposal. b) Preparation of a comprehensive green and blue infrastructure strategy to consider Urban Greening Factors and results of the natural capital assessment. c) Prepare a local Natural Capital Strategy, utilising locally derived urban greening factors, & establish an 'Environment & Carbon Bank' to distribute funds locally for offsetting impact & providing benefits to the environment. These should be considered as part of a comprehensive package of benefits, not in isolation.	Mitigation	Environment	5	Before DCO	YES	YES	To adequately identify the natural capital value of the Borough prior to assessment of impact of the proposed scheme. To determine the nature of impacts and agree a palette of interventions that might be applied to each of the specific location areas. To restore the natural habitats of the area. Evaluate and capture the economic benefits for investment into natural assets, including offsetting development impacts locally.	Thurrock Environment & Transportation (AII) (a) Natural England, Environment Agency, Essex Wildlife Trust (b) Natural England (c) The Environment Bank	Natural England?	This will be covered at the Open Space, Green Infrastructure planning policy meeting. SP emphasised the need for the package of benefits to be comprehensive and not each workstream being considered in isolation.	This work is progressing as part of the local plan studies	See item 1 - included in agenda
23	A Thurrock Zero Emission Strategy with transition to electric vehicles by 2030 to reduce local scale pollutant concentrations based on a HE/DfT funded scrappage scheme to ensure that all vehicles registered within Dartford, Gravesham and Thurrock. A Low Emission Strategy for construction, requiring the latest emission standards to be used for construction vehicles and non-road mobile machinery. Electric vehicles should be used for materials deliveries and transport of the workforce across the construction area. HE's Designated Funds could potentially be used to achieve this mitigation.	Mitigation	Environment	5	Before Scheme Opening	YES	YES	To ensure that the project contributes to "An Improved Environment" in accordance with HE's overarching strategic outcome, where its activities ensure a long term and sustainable benefit to the environment.	Thames Gateway Growth Commission Thurrock EHOs	Thames Gateway Growth Commission	LTC are looking into this. Electrical hook ups are part of HE requirements. Possibility of using designated funds for innovation over and above this. NG are considering similar issues – may be benefit in a discussion.	Need to be careful with progressing this in light of the MRA in East Tilbury and the surplus TBM power supply	AE meeting with HE legacy/benefits team
24	To incorporate into the design non-traditional construction design (e.g. plastics, vibration energy generation materials) and low-noise wearing course and bonded sub bases to create a solid carriageway that will provide the quietest possible wheel/road interface.	Mitigation	Environment	5	Before DCO	YES	YES	To minimise noise pollution generated by the scheme, and associated effects on health and wellbeing, and generate energy from the scheme.	Thurrock EHOs HE consultants	HE Strategic Design Panel	LTC view need to be mindful of materials life cycle but materials being reviewed by	to be discussed at HE technical meeting	Included in construction and logistics HE technical meeting schedule
25	In line with Central Government's A Green Future: Our 25 Year Plan to improve the Environment, and HE's own Strategic Outcome "An Improved Environment – where our activities ensure a long term and sustainable benefit to the environment" deliver benefits to the environment and demonstrate how the scheme will achieve those benefits.	Assessment	Environment	7	Before DCO	YES	YES	To ensure that scheme can contribute positively to the environment and leave a positive legacy.	Thurrock Environment & Transportation HE corporate DfT	DfT SOS	LTC – covered by other points	will form part of the ES	AE meeting with HE legacy/benefits team
26	To undertake a detailed review of the ambition to return significant areas within the Mar Dyke to wetland. This would remove the current priority to dredge the watercourse in favour of more modest and natural water management interventions. HE should identify, in line with national planning policy, how Mar Dyke re-wetting and wider LTC scheme will not increase flood risk. Provide details to demonstrate that local pluvial/surface water flow routes are not obstructed and therefore there will be no local increase in flood risk as a result. The scheme should seek to reduce the residual risk of flooding in areas that benefit from flood defences. Information should be provided to show that the proposals will not alter the character, water quality, and habitat in marshes and wetlands, unless otherwise agreed with Thurrock. HE to develop beyond catchment water cycle strategy.	Assessment	Environment	7	Before DCO	YES	YES	To remove the visual intrusion of an elevated motorway. To safeguard local communities. To allow assessment of the potential impacts on flood risk. To allow the environmental impacts to be properly determined. Establish potential water connectivity between north and south of the river Thames to manage future potable water stress due to climate change and growth.	Thurrock Environment & Transportation Natural England Environment Agency Essex Wildlife Trust RSPB	Natural England Environment Agency RSPB	LTC – this is being reviewed. The extended development boundary along the Mar Dyke takes this into account. Discussions are being held with EA re requirement for dredging.	to be discussed at HE technical meeting. More detail will be provided in the ES	Included in items 5 and 27
27	Provide detail on the SUDS that are proposed to support the scheme. SUDS are required to be designed as part of an overall green-blue infrastructure strategy for the scheme. Designs to be shared by LTC with Thurrock Council when available.	Mitigation	Environment	5, 7	Before DCO	YES	YES	To allow assessment of the potential impacts on flood risk, bio diversity, groundwater and surface water quality etc. To minimise landscape, visual and biodiversity impacts.	Thurrock Environment & Transportation Environment Agency	Environment Agency	LTC – SUDS included in designs. Will share with Thurrock when available. AE asked when – LTC responded timescale TBC.	To be discussed at HE technical meeting	Included in items 1 and 5. Technical elements included as water resources in schedule of HE technical meetings
28	Determine the scheme impacts on groundwater by conducting hydrogeological risk assessments that assess both short-term (during construction) and long-term (during operation) impacts including potential effects on groundwater flow, groundwater level, groundwater abstractions, baseflow to watercourses and groundwater quality (contamination from brownfield sites and landfills etc along the route).	Assessment	Environment	7	Before DCO	YES	YES	To allow the impacts on groundwaters, flood risk, water resources (quantity and quality) to be identified, design remediation or mitigation and to provide baseline data for an ES Chapter on Groundwater	Thurrock Environment & Transportation Environment Agency	Environment Agency	HE – all relevant assessment being undertaken for the ES.	Will form part of ES	See item 27 - included in agenda
29	Provide details to demonstrate that the scheme is compliant with the Water Framework Directive. The majority of the nearby water bodies are 'moderate'.	Assessment	Environment	7	Before DCO	YES	YES	To allow assessment of the potential impacts surface water quality.	Environment Agency	Environment Agency	LTC – WFD assessment being undertaken as part of DCO application.	Will form part of the ES	See item 27 - included in agenda

30	<p>Landscaping bunds with native planting, which are in keeping with or provide enhancement of local landscape character, and/or green acoustic screening to feature at all locations to be agreed with the local community.</p> <p>The development boundary must be at least 1 kilometre in width to ensure that there is 500 metres either side of the centre of the road to accommodate all the landscaping requirements put forward (e.g. cut and cover), and secure relevant landowner agreement.</p> <p>Within the 1 km corridor look at opportunities for habitat creation/ improvement appropriate to the landscape character, through alliance with Essex Biodiversity project. This should include habitat features for rare invertebrates and hornet robbery.</p> <p>As set out in item 5 above, this 1km buffer would allow the provision of substantial mitigation, where required for natural resources and receptors. It would assist the project to "improve health and environment" (HE Corporate Strategy, Outcomes) and to ensure that LTC is adequately screened for the new development being proposed in the emerging Thurrock Local Plan.</p>	Scheme Design & Development	Environment	5	Before DCO	YES	YES	HE to demonstrate "good design in terms of siting and design measures relative to existing landscape and historical character and function, landscape permeability, landform and vegetation" MSPN para 4.3.4. To provide enhancement of local landscape character, minimise visual impact and reduce noise and offset LTC carbon impacts. To minimise severance visual and landscapes / enhance biodiversity character; to provide biodiversity connections enhancement and to maximise the psychological benefits of obscuring views of noise sources.	Thurrock Environment & Highways Natural England Environment Agency Woodland Trust Essex Wildlife Trust Thames Chase Trust (Community Forest) Forestry Commission RSPB	HE Strategic Design Panel	LTC – want to discuss the landscaping mitigation and place setting. AE stated that the proposals need to include the local community and that the local authority should be discharging the requirement.	see previous answer about 1km boundary. This needs to be changed	See item 5 - included in agenda
31	<p>Provision of substantial new woodland areas along the length of the route to be designed within the 1km boundary and be in keeping with or to provide enhancement of local landscape character and in accordance with landscape and green infrastructure strategies. To create a legacy corridor of mitigation for the LTC and to link with adjoining disparate woodlands and to dedicate in the millions of new trees and diversified habitat towards the Queens Government Camp project. HE to identify and lead substantial areas of tree and woodland planting and diversification of the Mar Dyke as wetland habitat. The land would be accessible to the public and create new and extensive rights of way. Where ecologically appropriate, to create and manage in perpetuity woodland belts, to remove large particle air pollutants. Air quality amelioration woodlands, require a minimum 30 metres depth and appropriate management to function effectively. 1,000 metres</p>	Scheme Design & Development	Environment	5	Before DCO	YES	YES	HE to demonstrate "good design in terms of siting and design measures relative to existing landscape and historical character and function, landscape permeability, landform and vegetation" MSPN para 4.3.4. To mitigate the impacts of the scheme. To minimise visual impact and noise pollution of the scheme on local communities. To provide enhancement of local landscape character. To offset LTC carbon impacts and to improve visually blighted areas of the Borough. To minimise landscape and visual (adverse) impacts and provide enhancement to local landscape character, improve biodiversity & reduce the visual and landscape impact of the scheme; and to contribute to cleaner air.	Thurrock Environment & Highways Natural England Environment Agency Woodland Trust Essex Wildlife Trust Thames Chase Trust (Community Forest) Forestry Commission RSPB	Thames Chase Trust?	LTC – elements of woodland are included in the mitigation. This will be for further discussion at the Open Space, Green Infrastructure planning policy meeting.		See item 5 - included in agenda
32	<p>Cut and cover design options prepared and costed for all sections of the route close to existing or proposed communities. The distinct business case for each option to be made available at a point where Thurrock can genuinely influence Ministerial discussions. Deep cut and false cutting options at all sections of the route close to existing or proposed communities, and for areas of significant visual impact or noise pollution. These features must enhance local landscape character and be in accordance with Thurrock landscape / green infrastructure strategies. Where additional tunnelling is not proposed (e.g. green bridges) the emphasis should be on ensuring that the design is the best it can be.</p>	Scheme Design & Development	Environment	5	Before DCO	YES	YES	To mitigate the landscape and visual impacts of the scheme. To reduce the severance effects of the scheme. To reduce the effects on the natural environment and biodiversity of the scheme.	Thurrock Environment and Transportation HE consultants DfT SoS	DfT SoS	LTC will look at alignment before engaging in a discussion with Thurrock. Green bridges are being considered where there are communities near-by but no additional tunnelling. AE stated if the scheme is not tunnelling then this puts more emphasis on ensuring that the scheme design is the best it can be.	to be discussed at HE technical meeting	See item 5 - included in agenda
33	<p>Design a viaduct across the Mar Dyke that seeks to more closely follow the profile of the land, with green bridges to accommodate public rights of way crossing the route. Columns of viaduct / bridges designed as vertical gardens / green columns (e.g. Mexico City's Via Verde project, which uses vertical gardens using a hydroponic rainwater system, on highway pillars). Provide green bridges crossing the route to cater for both public rights of way and habitat linkages. Columns of viaduct / bridges designed as vertical gardens / green columns</p>	Scheme Design & Development	Environment	5	Before DCO	YES	YES	To reduce the visual and landscape impact of the scheme; and to contribute to cleaner air.	Thurrock Environment and Transportation HE consultants Essex Wildlife Trust Thames Chase Trust (Community Forest)	HE Strategic Design Panel	LTC is looking at the design of the Mar Dyke viaduct- see item 26.	to be discussed at HE technical meeting	See item 5 - included in agenda
34	<p>Identify the impacts of the scheme on the Environment Agency's large flood storage area which comes under the Reservoirs Act 1975 in Tilbury.</p>	Assessment	Environment	5	Before DCO	YES	YES	The works could impact on the reservoir both in terms of its operation and stability, but also in terms of the category and thus standards that it must meet, which may necessitate works to update the reservoir.	Environment Agency	Environment Agency	This is being considered by LTC flood team.	to be discussed at HE technical meeting	See item 27 - included in agenda
35	<p>HE to undertake renewable energy generation development strategy. HE to consider innovation/ research funding for concepts and ideas coming forward, with a view to considering use of Designated Funds for implementation.</p>		Environment	7	Before DCO		YES	Ensure adequate provision of locally derived renewable power for the conversion of vehicles to electric power	Thames Gateway Growth Commission UKPN	Thames Gateway Growth Commission	This is not in LTC scope, notwithstanding earlier comments re: electric charging. This is not currently on the agenda but if concepts and ideas to share then potentially innovation/research funding, with a view to designated funds for implementation.	Thurrock to consider how to take this forward	Not in LTC scope
36	<p>Ensure that all identified and likely archaeology resources, built heritage, and scheduled monuments, including those from 20th century, affected are subject to full and detailed recording</p>	Mitigation	Environment	7	Before DCO		YES	To ensure that cultural and historical records can be fully maintained.	Historic England Essex Place	Historic England	LTC – this will be included in ES and relevant Requirements.	to be discussed at HE technical meeting	Technical elements included as landscape and heritage in schedule of HE technical meetings
37	<p>Ensure that a Construction Environmental Management Plan or a Code of Construction Practice will be prepared to provide a management framework for the construction works being undertaken. The CoCP or CEMP should be supplemented by a DCO Requirement a Local Environmental Management Plans post Order that will subject to discharge by the local planning authorities.</p>	Mitigation	Environment	7	Before DCO	YES	YES	Mitigate the construction impacts associated with the scheme.	Thurrock Environment & Transportation Other affected local authorities – Gravesham Borough Council, London Borough of Havering, Brentwood Borough Council, Medway Council, Kent County Council, Essex County Council Environment Agency Port of London Authority	HE will be preparing anyway. Content to be influenced by Thurrock, other affected local authorities, EA, POLA etc.	LTC – will engage in due course, TBC if CoCP or CEMP.	will be provided in due course - when?	Included as item under construction and logistics and EHO HE technical meeting schedule

38	Undertake a power and grid network study to identify how the scheme could incentivise a mode shift from petrol/diesel vehicles to electric vehicles. Modal shift issues to be considered through the Multi Modal Working Group.	Assessment	Environment	5	Before construction	YES	YES	To ensure the relevant infrastructure is in place to enable the transition towards electric vehicles, and reduce dependency on petrol/diesel vehicles, thereby reducing air pollution and climate change impacts and human health impact.	Thames Gateway Growth Commission UKPN	Thames Gateway Growth Commission	LTC – this should be considered in the multi modal working group.	need to be careful about this given the MRA and the power supply	Combine with items 13 and 23	
39	Establish a smart air quality monitoring network* to monitor pollutants to evidence a reduction of pollutants at local significant centres of activity that increase the overall local background level of emissions (both CO2 & particulates). * Smart air quality monitoring provides real time data to air quality specialists at local authorities and HE for immediate analysis, as well as to local businesses and residents. It could for example allow automatic air quality alerts to be sent to local residents to warn about poor air conditions, or to VMS or connected vehicle technology to restrict the speed or numbers of petrol or diesel engine vehicles on specific routes.	Mitigation	Environment	7	Before opening	YES	YES	To monitor and improve air quality within the Borough and reduce the cumulative impact the that scheme will have.	HE Thurrock EHOs	Thurrock EHOs	LTC undertaking a suite of monitoring. Need to understand what "smart monitoring" would mean. Can Thurrock confirm what this is intended to mean?	Thurrock to confirm meaning	Included as item in EHO HE technical meeting schedule	
40	To investigate opportunities to restore historic minerals and landfill sites to a suitable condition to enable their use for recreation, habitat creation and agriculture, as part of an integral green infrastructure strategy and which is in keeping with, or enhances, local landscape character. Thurrock Council will identify potential sites available for reuse, for example Gossem's Farm.	Mitigation	Environment	7	Before construction	YES	YES	YES	To provide new green space and farmland, reducing the impact of the scheme on ecology, open space and water resources, and enhance health and wellbeing.	Thurrock Environment and Transportation EA Land owners	EA?	LTC – minerals will be one of the subjects of the planning policy discussion 11/7/18 LTC will be bringing forward some proposals re: landfills they affect. LTC are producing an arisings strategy. If there are sites available for reuse that Thurrock have in mind please could these be communicated. Steve Plumb mentioned Gossem's Farm as on potential site.	Thurrock has provided information on this. To be discussed again at a HE technical meeting	See item 5 - included in agenda
41	Upgrade existing landscaping which is identified by Thurrock Council as being of lower quality. Develop a strategy for the innovative, creative and sustainable use of soil arisings for landscaping, e.g. creation of land art features for placemaking, to enhance local landscape character. Provide landscape art features at agreed 'gateways' to encourage countryside access / visitors.	Mitigation	Environment	7	Before opening	YES	YES	To enhance public green space and local landscape character, encouraging physical activity and access to green space for health and wellbeing, and offsetting the negative visual impact of the scheme. Attract visitor economy.	Thurrock Council Environment Agency Visit Essex	Thurrock Council?		Thurrock to identify the landscaping referred to and discuss with HE at a technical meeting	See item 5 - included in agenda	
42	Improve the Two Fords Way walking route between Tibury Fort and Coal House Fort. To be considered by Public Rights of Way Working Group.	Mitigation	Environment	7	Before opening	YES	YES	To improve access to heritage features and encourage active travel.	Thurrock PROW Historic England Essex Place Ramblers Association	Historic England Ramblers Association	As 16. (PROW working group to be convened).	progress to be discussed	Combine with item 16. See item 5 - included in agenda	
43	Create a green link to deliver a biodiversity corridor connecting the riverfront to Thurrock's green belt hinterland, as a 'Living Landscape' (Essex Biodiversity Project initiative).	Mitigation	Environment	7	Before opening		YES	To improve biodiversity and access to green space.	Thurrock Environment & Transportation Natural England Environment Agency Woodland Trust Essex Wildlife Trust Thames Chase Trust (Community Forest) Forestry Commission	Natural England	LTC – to be picked up as part of the planning policy discussion 11/7/18	to be actioned as this was not picked up	See item 5 - included in agenda	
44	Achieve BREEAM or CEEQUAL Outstanding or other equivalent method of sustainability assessment (LTC to confirm).	Scheme Development & Design	Environment	7	Before opening		YES	Prove HE intentions on meeting it's sustainability policy through completion of environmental accreditation.	HE & consultants	HE Strategic Design Panel	LTC – not using either BREEAM or CEEQUAL. Using a bespoke method. LTC to provide details.	to chase for details	To be picked up in agenda in discussion on construction and logistics	
45	Implement a zero waste target for the project.	Scheme Development & design	Environment	7	Before opening		YES	Meet government objectives on diversion of waste to landfill.	Environment Agency	Environment Agency	LTC are using the waste hierarchy as part of their project development.		To be picked up in agenda in discussion on construction and logistics	
46	Skills, local economy and social value commission is convened to: a) Specific the nature and type of jobs required for LTC and the training needs to ensure local labour market can access the majority of jobs through apprenticeships and adult training and education facilities. b) Identify how to create a transport and logistics centre of excellence and advanced manufacturing centre in Thurrock c) To maximise existing and create new local supply chains including how Thurrock might become the 'off site' construction hub for national projects. d) Facilitate the creation of a transport and logistics centre of excellence and advanced manufacturing centre in the borough e) Develop a proactive Tourism and Recreation Strategy to mitigate the adverse impacts of the scheme There are opportunities for these issues to be included in O&M contract to ensure embedding in the project. Further discussion with LTC required.	Mitigation	Skills, local economy and social value	1	Before DCO	YES	YES	To fully understand the potential for locally sourced labour. To ensure that the scheme positively impacts local communities in terms of skills and economy. To facilitate locally sourced material and plant, reducing environmental impacts from transporting goods and improving Thurrock's economy. Identify how LTC and can establish and contribute to tourist economy, especially relating to historical and natural assets.	Thurrock Council South East Local Enterprise Partnership (SE LEP) Thurrock Business Board Tibury Port DP World Local business groups	SE LEP Specific business led Thurrock proposition – via Thurrock Business Board?	LTC – as per item 3. LTC indicate there are opportunities for further discussions.	to be discussed at HE technical meeting	AE meeting with HE legacy/benefits team Agenda item for HE's Local Authority Forum	
47	HE's procurement strategy should: a) Ensure that materials, labour and plant are all subject to local skills charter and procurement, with onus on the developer and contractor to choose local procurement where at all possible, and provide full justification if it is not. b) Require skills and employment plans to be created, requiring a certain number of apprenticeships to be created (e.g. 1 Thurrock apprentice for every 20 employees across the duration of the construction period) c) Require 3 monthly monitoring reports to be produced by developer and contractors to indicate the % of those recruited, employed, engaged or hired who live within the borough, and details of number of apprentices. There are opportunities for these issues to be included in O&M contract to ensure embedding in the project. Further discussion with LTC required.	Mitigation	Skills, local economy and social value	1	Before DCO	YES	YES	To ensure that the scheme positively impacts local communities in terms of skills and economy. To facilitate locally sourced material and plant, reducing environmental impacts from transporting goods and improving Thurrock's economy. To reduce the need to travel for construction workers and to ensure that the provision of accommodation does not conflict with the Council's housing strategy.	Thurrock Council South East Local Enterprise Partnership (SE LEP) Thurrock Business Board Tibury Port DP World Local business groups	SE LEP Specific business led Thurrock proposition – via Thurrock Business Board?	LTC – as per item 3. LTC indicate there are opportunities for further discussions.	to be secured through s106 or requirements	Combine with item 47	
48	HE should undertake a full assessment to understand how future network changes can support economic benefit to Thurrock, and to help inform how and where new housing could be allocated, and any negative impacts of the LTC on housing supply. To be discussed as part of the Modelling Working Group.	Assessment	Skills, local economy and social value	1	Before DCO		YES	To ensure that Thurrock is able to develop its Local Plan taking into account the potential impacts of the scheme.	Thurrock Council Association of South Essex Local Authorities	Thurrock Council	LTC – this can be in the transport this can be in the transport modelling working group	to find out when this will take place	Combine with items 1 and 9	

49	HE to fully study where material can be re-used for the benefit of Thurrock, to include consideration of when the market might be 'swamped' with other material from cumulative scheme and identify the specific sources for materials and detailed construction impacts of these. Thurrock Council to identify potential materials and sites.	Mitigation	Skills, local economy and social value	1, 7	Before DCO	YES		To ensure that environmental impacts are fully assessed.	Thurrock Environment & Transportation Environment Agency South East LEP Local businesses RSPB	Thurrock Environment & Transportation	LTC – to be picked up as part of the planning policy discussion 11/7/18 Thurrock to suggest potential sites.	Thurrock has provide suggested sites to HE. To be discussed again at HE technical meeting	Combine with items 1 and 40	
50	Provision of public art through innovation in construction design, including 'acoustic roads', use of soil arisings for land art features, and sculptures at key landscape 'gateways'.	Scheme development & design	Skills, local economy and social value	1, 7	Before DCO	YES	YES	YES	Create tourist attraction to generate revenue. Offset visual and landscape impacts.	Thurrock Council Design Council	HE Strategic Design Panel	LTC will review this as part of their design and landscape design narratives.	to be discussed at HE technical meeting	See item 5 - included in agenda
51	HE should establish a community investment vehicle to share benefits of LTC.	Mitigation	Skills, local economy and social value	1	Before DCO	YES		YES	Provide a community investment vehicle for local residents to benefit from long term revenue of LTC.	Thurrock Council Thurrock Regeneration	Thurrock Council	LTC – there is a benefits legacy intended, investing the income stream from tolling.	to be discussed to understand the benefits workstream and process	AE meeting with HE legacy/benefits team AE meeting with HE legacy/benefits team
52	A detailed construction-phase travel plan to ensure the supply chain fully utilises purpose-built on-site accommodation and minimises daily trips and long distance commuting. Develop an accommodation strategy involving at least 1,000 units for construction worker in the local area, working with the Council to ensure that the location and type of accommodation is suitable and must leave a positive social housing legacy. To be discussed further between LTC and Thurrock Council in the context of the emerging Thurrock Local Plan.	Mitigation	Skills, local economy and social value	1	Before construction	YES	YES	YES	To reduce the impact of the scheme on emissions and congestion, and to improve worker wellbeing.	Thurrock Environment & Transportation Thurrock Housing Homes England Thurrock Regeneration	Thurrock Environment & Transportation Thurrock Housing	LTC – travel plans will be prepared for the project. LTC are preparing their accommodation strategy, and have started considering numbers but it is early days. LTC are happy to have further discussions on this. Examples, e.g. Hinkley and Wylfa. The exchange of local plan information will help to inform this.	to be discussed at HE technical meeting	Included in agenda in discussion on construction and logistics HE technical meetings
53	To embed the principles of the Social Value Act to work with the local supply chain on direct opportunities flowing from LTC and that these will form the basis of developing expertise as a national centre for off-site manufacture.	Mitigation	Skills, local economy and social value	1	Before construction	YES	YES	YES	To facilitate locally sourced material and plant, reducing environmental impacts from transporting goods and improving Thurrock's economy.	South East Local Enterprise Partnership (SE LEP) Thurrock Business Board Tilbury Port DP World Local business groups Port of London Authority	SE LEP Specific business led Thurrock proposition – via Thurrock Business Board?	LTC – will review further as part of the social value discussions (as per item 3)	to be discussed at HE technical meeting	Included in agenda on construction and logistics HE technical meetings AE meeting with HE legacy/benefits team
54	HE to prepare a Data Infrastructure Strategy to ensure provision of world class ICT infrastructure for the project that can then be used to roll out provision across the Borough. This should consider emerging vehicle to vehicle (V to V) and vehicle to infrastructure (V to X) technology such as that being trialled by HE on the A2/JM2.		Skills, local economy and social value	1	Before opening	YES	YES	YES	Meet aspirations of NPSNN para 4.32 to "consider the role of technology in delivering new national networks projects". Road network will require advanced telematics as part of network management. This should be the spring board for developing an area wide telematic networks (such as LoRa) to coordinate all data transfer (air quality, noise, movement etc). Create 'superfast data highway'.	Thames Gateway Growth Commission	Thames Gateway Growth Commission	LTC – connected to the modelling working group. Need to pick up emerging V to V (Vehicle to vehicle) and V to X (vehicle to infrastructure) technology	to be discussed at HE technical meeting	Combine with item 13

**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
Mitigation Schedule	Anna Eastgate	Officers
Task Force Priorities List	Anna Eastgate	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	Helen Forster	Members
Funding for Action Groups	Anna Eastgate	Members

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